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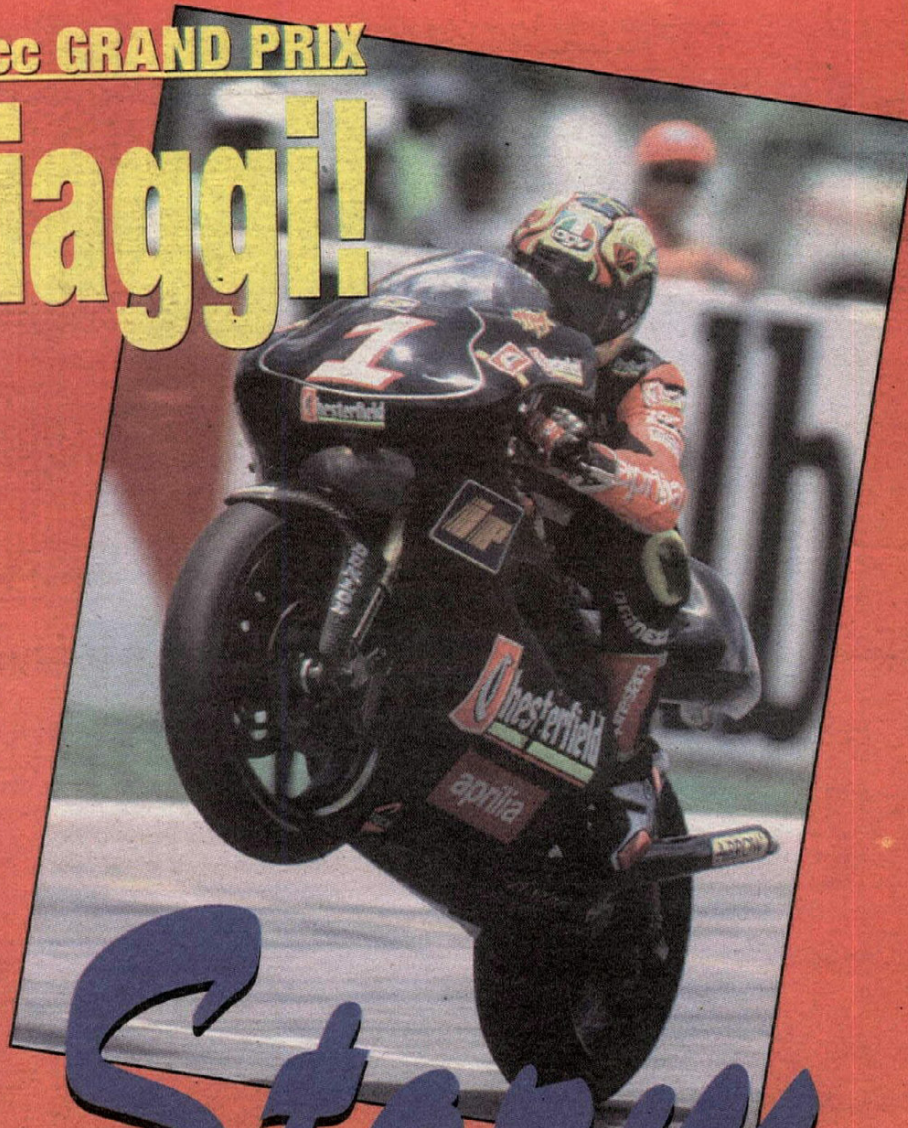
America's weekly motorcycle newspaper

April 10, 1996: Number 14

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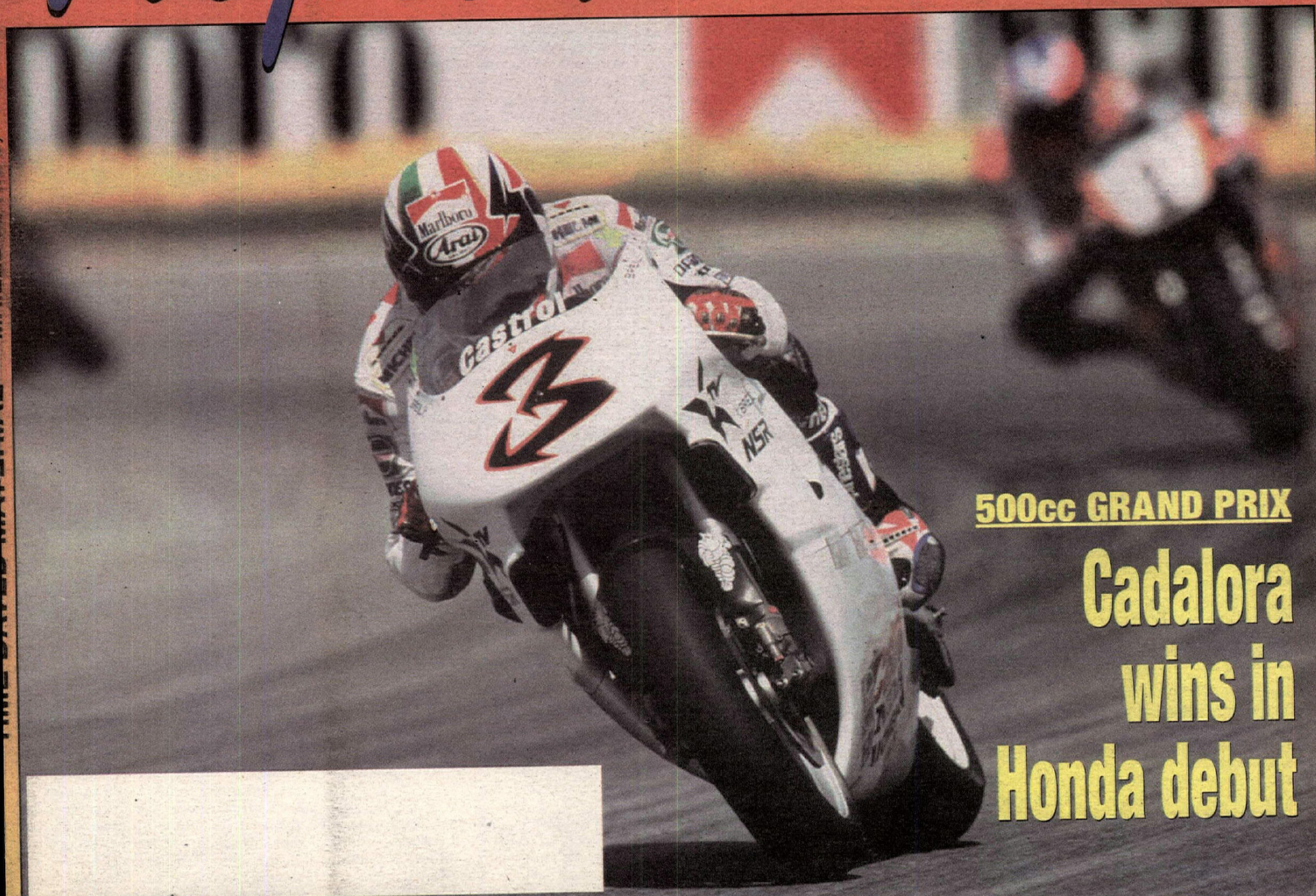
250cc GRAND PRIX

Biaggi!



GRAND PRIX OPENER

Tropical Storm



500cc GRAND PRIX

Cadalora wins in Honda debut

IN THE WIND

Ty Davis (Kaw) extended his win streak to three in the AMA National Enduro Series in Crosbyton, Texas, on March 30. Former champ **Randy Hawkins** (Suz) finished second, while **Steve Hatch** (Suz) claimed third. Rounding out the top five were **Kelby Pepper** (Kaw) and **Kevin Hines** (CRE).

Kawasaki Team Green riders **Ty Davis** and **Paul Krause** teamed up to win the inaugural Las Vegas-to-Reno Off-Road Race, beginning in Sloan, Nevada, and ending in Dayton, Nevada, on March 29. The racing was close the whole way with the Davis/Krause duo finishing just four minutes ahead of the next team of **Greg Zitterkopf** and **Dave Ondas**, also of Kawasaki Team Green. Finishing just nine seconds behind Zitterkopf and Ondas was the Honda team of **Johnny Cambell** and **Jeff Capt**. The first Four-Stroke team of **Heinz Kinigadner** and **Danny LaPorte** (KTM) finished sixth, one position ahead of the first-place 250cc team of **Donnie Book** and **Steve Hengveld** (Kaw). **Scot Harden** and **Jack Johnson** (KTM) combined efforts to win the Vet class in 10th overall.

Defending champ **Jeff Matiasovich** (Kaw) won both motos in the opening round of the All-Japan National MX Series in Japan, on March 30. Former champ **Ron Tichenor** (Suz) went 6-5.

John Myers (Suz) defeated **John Smith** (Suz) to win the NHRA Slick 50 Nationals at Houston Raceway Park in Houston, Texas, on March 31. Myers clocked a 7.47-second, 176-mph run in taking the victory; the win also moved Myers into a tie with **Dave Schultz** for the points lead in the Pro Stock division.

Team Suzuki Endurance (Suz) won the opening round of the WERA National Endurance Series on Saturday, March 30 at Las Vegas Speedway Park in Las Vegas, Nevada. Team Suzuki Endurance's **Grant Lopez** and **Josh Hayes** ended up leading all 258 laps in the six-hour race to top **Team DATS Racing** (Suz) by eight laps. Third place went to **TKO Rayce Team Suzuki Too** (Suz) with 248 laps.

A no-fault insurance proposal that could have dramatically increased insurance rates for motorcyclists was soundly rejected by voters in the March 26 California primary, according to the AMA. The proposed no-fault insurance system would have required all motor vehicle operators, including motorcyclists, to insure themselves against any damages or injuries, including those caused by another driver.

Four-time World Champion **Eddie Lawson** scored his first-ever points in the PPG IndyCar World Series at Surfer's Paradise in Queensland, Australia on March 31. In just his third IndyCar outing, Lawson finished seventh after qualifying 22nd in his Mercedes-powered Galles/Delco Electronics Racing Lola. After several of the fast qualifiers retired, the 38-year-old Californian ran as high as fifth before he was passed by former Formula One stars **Christian Fittipaldi** and **Stefan Johansson** in the closing stages of the race. "I'm really, really happy," an elated Lawson said to *Cycle News* contributor **Darryl Flack** after the race. "I've really got to thank the Galles guys for getting me home. We had a transmission problem during warmup, and the guys did a replacement before the race and here we are. There was a lot of support from the fans also - I think crowd power helped get me up that

far." Lawson was one of 11 finishers in the 25-car field.

Former World Champion **Kevin Schwantz** also had a fruitful trip to Australia. Schwantz won his second NASCAR race in Australia after taking advantage of a dramatic last-lap collision, at Adelaide International Raceway's half-mile oval on March 23. Lying third on the 100th and final lap, Schwantz inherited the lead after race leaders **John Faulkner** and **Jim Richards** took each other out of the race, reports **Darryl Flack**. On March 30-31, Schwantz had his two-liter debut in a support race for the IndyCar round at Surfer's Paradise, and he finished third in a Peugeot on Saturday and sixth on Sunday.

Cycle News has learned that the family of **Mark Gleckl**, who was killed while filming the SCORE Barstow race last July, has filed a wrongful death lawsuit in the Los Angeles (California) Superior Court. Gleckl, who was a prominent television producer/director and cameraman covering a wide variety of racing events, died after being struck by a Trophy Truck driven by **Walker Evans**. Evans was reprimanded by SCORE following the event and is also named in the lawsuit, in addition to SCORE and Dodge. A family friend said that the lawsuit was "reluctantly filed after not being able to obtain any offers to settle the case."

Motorcyclists opposed to the discriminatory policies of **Sturm, Ruger and Company**, a major firearms manufacturer in the Northeast that denies health-insurance benefits to some of its employees who ride motorcycles, will get a chance to send a message to the company at its annual shareholders meeting, according to the AMA. Motorcyclist rights advocates plan to bring the issue of motorcyclist discrimination before shareholders and the company's board of directors at the meeting, scheduled for April 25 in Scottsdale, Arizona.

John Horstmeier, 79, died at his home in Pasadena, California, on March 16 after a bout with lymphoma. Horstmeier made up half of the team of **Seeley & Horstmeier**, an aftermarket manufacturer. He was also an avid Harley-Davidson enthusiast.

Harley-Davidson MotorClothes will unveil its spring collection on the Manufacturers' Midway during the L.A. Motorcycle Weekend in Pomona, California, on April 20-21. A fashion show will be held twice on both Saturday and Sunday, and specific times will be announced on both days.

The AMA D-36 motocross scheduled for April 14 at **Hollister Hills** in Hollister, California, is a part of the **Loretta Lynn Qualifier Series**, despite the fact it was left out of an advertisement in *Cycle News*. In conjunction with the qualifier on April 14, the Santa Clara Riders Unlimited will also host the third round of the Vintage Iron Evolution MX Series. There will also be an area qualifier at **Midwest MX** in Great Bend, Kansas on April 7, another event that was missed in the advertisement.

Reminder: The **World Observed Trials Series** will make its North American swing beginning on May 25-26 with the U.S. round to be held at **Stepping Stone Ranch** in Exeter, Rhode Island. The Canadian round will follow in **Alma, Quebec**, on June 1-2. Two-time AMA/NATC National Champion **Geoff**

King reigns in 500cc GP Motocross opener

New Zealand's **Shayne King** opened up the World Championship 500cc MX Series with a double-moto sweep in Asti, Italy, on March 31. It was the Honda rider's first-ever GP victory, and he did it in grand style by winning both motos going away.

The defending World champ, Belgian **Joel Smets**, riding the works four-stroke Husaberg, finished just inside the top 10 in the first moto but rebounded in the second race as the runner-up. Despite the erratic moto finishes, Smets recorded second overall, while Swede **Peter Johansson**, on his four-stroke Husqvarna, claimed third overall. Fourth overall went to King's brother, Honda-mounted **Darryll King**, whose best finish was a fourth in the first moto.

American **Mike Healey**, riding a small-bore 360cc KTM, placed outside the top 10 in the first moto but came back to post a fourth-place finish in the second moto.

Shayne King enjoys a 16-point lead over Smets, 40-24, going into the next round in Austria, April 21.

In the sand of Valkenswaard, Holland, on the same day, defending 250cc World Champion **Stefan Everts** of Belgium maintained his unbeaten record this season, though the 250cc series is only two races old. Just as he did the previous week in Spain, Everts powered his RWJ Honda to a clean sweep in Holland, winning both motos. The runner-up was fellow Belgian **Marnicq Bervoets**, who went 2-2 on his Bieffe Suzuki.

Consistency seemed to be the order of the day as American **Tallon Vohland** locked up third overall after posting a pair of threes on his JHK Kawasaki. German **Pit Beier** and Belgian **Werner Dewit** traded moto finishes, however. Honda-mounted **Beier** and Bieffe Suzuki's **Dewit** went 4-5 in the first moto and reversed positions in the second, giving **Dewit** fourth overall.

Sixth on the day went to home-country favorite, Suzuki pilot **Pedro Tragter**.

The series resumes April 14 in Germany with Everts enjoying a perfect score of 80, while Vohland is second in points with 58. Just one point in back of him is Bervoets.

Aaron and several other top Americans are scheduled to compete against the likes of seven-time World Champion **Jordi Tarres** and fellow Spaniards **Amos Bilbao**, **Marc Colomer** and **Joan Pons**.

The AMA has announced that they are combining forces with the U.S. Women's Motocross League to present the AMA U.S. Women's Motocross League Outdoor Championship Series to be held in conjunction with selected rounds of the 1996 AMA National Motocross Series. The four-event series will run under AMA rules, and riders will be allowed to enter on their choice of machines with engine displacement up to 250cc. The scheduled rounds are as follows: **High Point Raceway** (Morgantown, West Virginia) - May 25-26; **Unadilla** (New Berlin, New York) - July 20-21; **Washougal** (Washougal, Washington) - August 17; and **Steel City Raceway** (Delmont, Pennsylvania) - August 31-September 1.

The AMA Member Activities Department has named the recipients of its annual year-end awards for 1995, designating **Ty Davis** as Athlete of the Year, the late **Danny Hamel** as Sportsman of the Year and **Mike Traynor** as Road Rider of the Year. While Davis and Hamel need no introduction, Traynor is president of the Pediatric Brain Tumor Foundation of the United States and the man who established the Ride for Kids program in 1984.

The **10th Annual Russ Wegman Benefit Fund Auction** will be held at **Blackhawk Farms Raceway** in Rockton, Illinois, on June 22, in conjunction with the Midwest Region Championship Cup Series road races. The event is held each year to raise money for seriously injured road racers; to date the Wegman fund has paid out some \$33,000 to racers around the country. For more information, call 414/871-5682.

Rainbow MX II, in Hemet, California, hosted the **DARE To Race MX** fund raiser, March 30, with all proceeds going to the San Jacinto Police Department's DARE program. More than \$2300 was

raised at the event, which saw more than 90 policemen and firemen taking to the track. The big winners were the L.A. County Fire Department and the San Diego Police Department, each department winning their respective division. In the Chief's race, a class designated for either police or fire chiefs, the Department of Corrections took the big win. Approximately 80 kids took to the track in a variety of classes and were entertained by seven police cars, nine fire trucks and Department of Forestry vehicles that were on display in between the motos.

George Barber, the owner of Barber Motorsports in Birmingham, Alabama, purchased a **1954 AJS Porcupine Twin** for \$137,500 during record-breaking sales at the **Rick Cole Los Angeles Auction**. The Porcupine won the first 500cc World Championship in 1949 and only three running examples exist in the world today. In addition, a 1956 MV Agusta 500cc four-cylinder road racer sold to **Lawrence Auriana** of Greenwich, Connecticut, for \$165,000. Auriana also purchased an ex-Mike Hailwood 1978 **Ducati 900TT** for \$115,500.

According to event promoters, **Jay Leno** has agreed to return as the Grand Marshal of **Love Ride 13** on November 10. Leno has been a supporter of the Love Ride since its inception and has served as the Grand Marshal of **Love Ride 9** and **12**.

Chicago-based **Teamsters Local 705** has agreed to change a discriminatory health insurance policy that has denied health-care benefits to union members who have been injured in motorcycle accidents, according to the AMA. The struggle to restore health benefits to motorcycling members of Teamsters Local 705 began last July when **Tom Klimek**, a 31-year-old union member, was seriously injured in a motorcycle accident caused by an automobile driver. That accident left Klimek with both hips dislocated, one fractured hip, a dislocated elbow and thumb, a separated shoulder and a broken foot. The driver carried only \$20,000 of personal-injury

insurance and Klimek's medical bills more than doubled that amount. Despite the fact that Klimek had paid dues to the Teamsters for over three decades, the union initially refused to cover any of his medical expenses, citing the local's specific exclusion of coverage for any injuries suffered in motorcycle accidents.

The FIM has announced that Californian **Steve Whitelock** has been appointed FIM Permanent Technical Inspector to coordinate the technical scrutineering procedures in the World Superbike Championship. Whitelock is a former team mechanic for Kawasaki and Grand Prix coordinator for Honda. In the 1980s, Whitelock worked with HRC, initially as chief mechanic and later as team manager for its motocross team. Whitelock has been the president of AFAM USA Inc. since 1993.

Reid Goldmann suffered a fractured fifth vertebra in a motocross crash in Hillsboro, Oregon on March 17 and is currently paralyzed from the chest down. Goldmann underwent surgery on March 20 at the Providence Portland Medical Center where he will remain for two months. Cards and letters can be sent to Goldmann at 425 SE 16th Ave., Hillsboro, OR 97124 or via e-mail at motoreid@aol.com.

According to a press release issued by the Motorcycle Industry Council (MIC), **Alan R. Isley** has announced his retirement after 21 years as president of the MIC, the Motorcycle Safety Foundation (MSF) and the Specialty Vehicle Institute of America (SVIA). "Our industry was truly fortunate to have an executive with Mr. Isley's ability and character," said Bob Moffitt, MIC Board Chairman. "It was our complete faith in his professional capability that led the industry to take the unusual step of asking Alan to also assume the presidencies of the MSF and SVIA in the early 1980s. He will not be easily replaced."

SBK Motorsport has announced a name change for the Supersport Championship. Beginning in 1997, the series will be called **Supersport World Cup**.

The FIM has released a provisional calendar for the **1997 World Endurance Championship**. The schedule is as follows: 24 Hours of Le Mans - April 12-13; 16 Hours of Assen - April 26-27; 24 Hours of Spa - July 12-13; Suzuka 8-Hour - July 27; 12 Hours of Anderstorp - August 9-10; Bol d'Or - September 13-14.

Renowned motorsports photographer **Dan Mahony** and his wife Vickie will host their Fifth Annual Pomona Picture Party with a change of venue to the Red Roof Inn in San Dimas, the official race headquarters for the Pomona Half Mile, on April 18-19. For more information, call 417/993-5798.

I-96 Speedway will add a 12-rider **600cc Pro-Am Invitational** in addition to the 750cc and 883cc classes at its Grand National Championship round scheduled for July 6. The select 12-rider field will be competing for a \$3000 purse. Riders will be invited based upon their participation and performance in five qualifying events, starting with the April 20 District 14 season-opener. For more information, call 616/642-6500

Bridgestone tires have announced its intention to enter Formula One car racing in 1998. "Many racing enthusiasts regard Formula One as the pinnacle of motorsports," president Yoichiro Kaizaki said. "We position Bridgestone tires at the highest level and feel our presence at the world's race tracks will enhance our image as a leader in the tire industry."

Kawasaki Motors Corp. USA will mark its 30th anniversary in April. The company has grown from offices in a one-time Chicago meat warehouse to annual sales exceeding \$800 million.

Cagiva North America is offering contingency money for Husqvarna-mounted riders in 24 different National and regional off-road racing series. Six classes (125A, 250A, Open A, Four-Stroke A, A Vet and A Senior) are eligible to collect support money. First place pays \$1000 in a National series and \$600 in a regional series event. Up to \$3000 in contingency support will be paid to each participating Husqvarna dealer for results posted by their enrolled, sponsored rider(s).

The **California Superbike School** will be holding both open practice and school sessions at Road America in Elkhart Lake, Wisconsin, on June 5-6, prior to the AMA National scheduled for Road America on June 7-9. For reservations, call 800/530-3350.

To commemorate the return of AMA professional motocross to Southern California, Glen Helen Raceway Park has commissioned a special poster. Featuring Team Honda's **Jeremy McGrath**, this four-color poster for the upcoming

Shoei Helmets 125/250cc National MX Championship, scheduled for May 12. In addition to small event posters, Glen Helen Raceway has also produced a limited number of these posters for special purchase. Printed on heavy stock and measuring 24 by 18 inches, the posters can be ordered from Glen Helen Raceway Park, P.O. Box 6950, San Bernardino, CA 92412 for a cost of \$8.

Cycle News contributor **Paolo Gozzi** recently spoke with Ducati's World Superbike hopeful **John Kocinski** and reports that the Little Rock, Arkansas, native is trying to learn to speak Italian. "I realized it was important to get the mechanics to understand me and explain my feelings," Kocinski said. "Franco Farne (the senior engineer at Ducati), for example, doesn't speak English but he has years of experience which will be very useful. Speaking the language is important in this environment, especially when you're dealing with the media. Often in the past I've said things that the press have totally misquoted just to show what sort of a bad guy I was."

Kocinski also spoke about his offer from the **Marlboro Roberts Yamaha** team: "It wasn't what I wanted," he said. "I don't think it's as important to race in 500 at all costs as it is to be happy inside - to do what you want. I've found a family in Ducati; relations with everyone are great, from president Claudio Castiglioni right down to the last mechanic. That's what really counts." And on the Ducati, Kocinski said: "I raced a 500 for years, trying to get more acceleration, but I've found what I was looking for on the Ducati. It's incredible how a twin-cylinder bike shoots you out of corners. The first bike I tested was the 1995 one, weighing 155 kilos (341 pounds), and it handled superbly for a production-based machine. The one I'll be using this year weighs 162 kilos (356 pounds), and you can feel the difference, especially under braking. I agree with the rules that twin and four-cylinder bikes must have the same weight, but I think the limit should be lower - maybe 150 kilos (330 pounds). Racing bikes are made to be light, not as heavy as trucks."

Vertemati Racing USA is now importing Vertemati 500cc four-stroke motocross bikes into the U.S. For anyone interested in pricing and availability of these hand-built, limited race bikes, you can write or FAX Vertemati Racing USA at 2930 Grace Ln., Unit J, Costa Mesa, California, 92626, 714/850-0317.

The AMA has filled the two **TBA dates** on the **Grand National Championship Series schedule**. The GNC Experts will return to Devil's Bowl Speedway in Mesquite, Texas, on June 15, and visit another new track, East Moline Downs in East Moline, Illinois, on July 20. The series now has 24 events scheduled.

CORRECTION: The new telephone number that we printed for Fast Fridays Speedway Racing in Auburn, California, was incorrect. The correct number is 916/878-RACE.

AUTOGRAPH SIGNING: At Mission Yamaha in Laguna Niguel, California, on April 13 from 10 a.m. to 7 p.m. Team Yamaha, Doug Domokos, and Larry Huffman are expected to appear. For more information, call 714/582-0351.

AUTOGRAPH SIGNING: At Bert's in Azusa, California, on April 18 from 6 to 7 p.m. Team Suzuki's road race team is expected to appear. For more information, call 818/334-1288.

AUTOGRAPH SIGNING: At Race C's Cycle & Sport in Lapeer, Michigan, on April 12 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Damon Huffman, Ryan Hughes and Mike Kiedrowski are scheduled to appear. For more information, call 810/664-9261.

OPENED: Gas Gas Motorcycles' home page on the World Wide Web. The address is as follows: <http://www.qni.com/gasgas>.

OPENED: The promoters of the World Superbike Championship's home page on the World Wide Web. The address is as follows: <http://www.superbike.it>.

CORRECTION: An advertisement in last week's issue for the upcoming Charlotte Supercross featured an incorrect phone number. The correct number for tickets is 704/522-6500.

CORRECTION: The crews for Muzzy Kawasaki and Yoshimura Suzuki for the rain-delayed Daytona 200 were made up of 24 students from the Motorcycle Mechanics Institute (MMI) in Orlando, Florida - and not AMI, as reported in a recent issue of *Cycle News*. As Muzzy team manager Steve Johnson said: "I was so impressed with the students' performance that I suggested we use MMI students next year, too."

OPEN HOUSE: At the Hollister Hills State Vehicular Recreation Area in Hollister, California, on May 4.

MOVED: Bluegrass Motocross Park Inc. to Clay City, Kentucky, a new mile-long track only 20 minutes from the original location. There will be an open practice at the new facility on April 20. For more information, call 606/744-5916.

AUTOGRAPH SIGNING: At Perry's Honda/Kawasaki in Hohenwald, Tennessee, on April 13 from 10 a.m. to 2 p.m. Team Green's Larry Roeseler is scheduled to appear. For more information, call 800/421-2228.

OPENED: Bridgestone's home page on the World Wide Web. The site can be found at the following address: <http://www.Bridgestone-firestone.com>. CN

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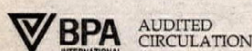
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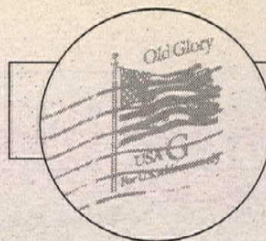
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VOICES

Letters to the editor

Remembering Niles

Niles Ussery, one of the old guard of San Diego motorcycling, passed away on March 22 at his home in Lakeside, California. He was 59 years old.

From the late '50s into the '80s, Niles was a fixture at the San Diego scrambles and TT events as well as being a constant competitor in the Baja 500 and 1000 events. His interest and profession was always motorcycling. Over the years, Niles worked for Don Vesco, Husqvarna Motorcycles, Maxima Oil and lately at Rocket Motorcycles in downtown San Diego.

Niles' life touched many people, including some of you who are reading this, but you probably don't know it. Dan Smith, Larry Roeseler, Danny LaPorte, Scot Harden and many more of Husqvarna's champions relied on Niles expert bike preparation for their victories. Those same riders and hundreds more had the opportunity to enjoy (or detest) Niles trail selection at the famous Tecate Enduro. Niles was also a founding member of the Hi Boots Motorcycle Club as well as a current member of the Los Ancianos Motorcycle Club.

However, those of us who knew Niles best and saw through his gruff exterior saw an honest, generous, caring, extremely intelligent person who was a student of history and a great friend.

Niles, we will miss you and will think of you each time we set a wheel on some of the great trails you cut for us. Don't be surprised if we name one after you. Happy trails, Niles.

The Los Ancianos Motorcycle Club
San Diego, California

Spoiled brats

Of all my years reading *Cycle News* this is the first time I've written in response to a letter in your "Voices" section, but Mr. Stroyne's (Issue #12, March 27) letter really struck a nerve.

As a 38-year-old Vet racer who didn't get started racing until I was 30 because there was no one in my life to show me the ropes, I would have been eternally grateful for the opportunity the young Mr. Stroyne has. Heck, I could have even gotten by without flying to the races while my mechanics hauled and worked on the bikes. And to even have won a thing at that age is something I can only dream about.

For the father to condone this attitude about the size of trophies is absolutely deplorable! Now I know where all the spoiled brats come from that we see all too often in the pits.

David Jeffery
Lawrence, KS

Albertyn fan

I've been a moto head for 19 of my 32 years. The other day I was reading Davey Coombs' Racer X column and was amazed (Issue #11, March 20) to read that Greg Albertyn was depressed after Gainesville. Greg has more talent to win the outdoor title than any other - something I first realized after the 1993 U.S. Grand Prix.

I just want to let Greg know fans like myself appreciate his friendliness, attitude and enormous talent. A very rare combination. A top five at round one is not bad, and remember, Greg, this is America, where hard work pays off. McGrath can and will be beaten soon - it's inevitable. Everyone in my household hopes that you stay focused so you can make the troops sweat it out at round two.

John Post
Hickory, NC

I want my DT TV

I am an avid dirt track fan, watching the Grand National Championship Series and riding in some local races. It was great for the sport and fans to be able to watch the GNC Series on ESPN and TNN last year.

I have not seen or read who will be covering the GNC Series in 1996. Do you have any information on who is going to telecast the races and when the programs will air on television?

Also do you know of any publications that specifically cover GNC, regional and local dirt track races and advertise products for dirt trackers?

Bruce Miller
Ephrata, PA

At this point it doesn't appear that there will be Grand National Championship television coverage as in past years. There are plans to televise the Springfield Mile and perhaps the Peoria TT live this year, but that appears to be it. As for the best coverage of dirt track racing - you're holding it... Editor.

Gunny rides

I just wanted to send out a thank-you to Mark Hyde and American Suzuki Sports for the use of Mark's DR350 for the Alligator Dual Sport Ride during Cycle Week at Daytona. I know my riding partner, Larry Langley, was having fun on his DR, too.

When I found out I needed to be in Daytona for some ISDE business, I gave Mark a call and he was happy to help. I've traveled to a lot of dual sport rides around the country, and you can always count on Suzuki and Mark Hyde being there.

Thanks to Hugh Fleming and Debbie Sheldon at the AMA for putting me up

and to the people at *Cycle News* and Bruce Porter at Arai for their hospitality.

I'll see you all at the qualifiers and the ISDE in Finland

Gunny Claypoole
JAFMAR@aol.com

Unhappy trails

On March 22, Massachusetts Department of Environmental Management Commissioner Peter Weber unveiled his latest proposal to regulate off-road vehicles (ORVs). Webber's new proposal makes it clear that the DEM has not been listening to trail users' concerns. Under the new proposal, Myles Standish State Forest and Douglas State Forest, where daily riding is now allowed, would be closed to trail riding permanently.

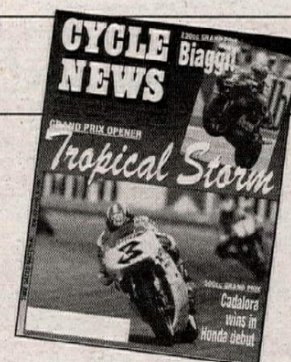
Fourteen state forests in which the New England Trail Rider Association has obtained special event permits during the last two years would also be closed permanently. The remaining nine forests that now allow dialy use would be open to riders for a maximum of five months from May 15 to Columbus Day. In addition, riding would not be allowed on Sundays.

In exchange for these "generous" riding opportunities, local riding clubs or organizations must sign a binding Memorandum of Agreement (MOA) which would hold the club accountable for the condition and maintenance of the trails. If an organization cannot be found that will sign an MOA for an individual forest, or if the DEM determines that "unacceptable resource damage or visitor conflicts" have occurred, the forest will be closed to ORV use.

The DEM will be voting on this proposal this month. If you want to help preserve trail-riding rights in Massachusetts, call your Massachusetts state senator, representative and the Governor's office today and voice your opposition to this restrictive proposal. Governor Weld can be reached at 617/727-3600 and at Weld for Senate campaign headquarters at 617/367-9400.

David Sheibley
West Bridgewater, MA

Letters to the editor should be sent to *Voices*, *Cycle News*, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 310/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of *Cycle News*, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number... Editor.



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ON THE FRONT COVER

Max Biaggi and Luca Cadalora won the opening round of the World Championship Road Race Series in Malaysia. Photos by Gold & Goose.

Team Splitfire/ProCircuit/Kawasaki AMA Supercross Dallas, TX March 23, 1996



Pichon stands tall after Dallas duel.

Mickael Pichon has been in a groove all year. Things were no different at last week's AMA Supercross series race in Dallas. The flying Frenchman grabbed the lead on the third lap with an aggressive pass and took the checkered flag for the third time in the series. Parlez vous, "kicking butt"? This Team Splitfire/Pro Circuit/Kawasaki rider and his KX125 are a potent combination. Look for them at the next big shootout.

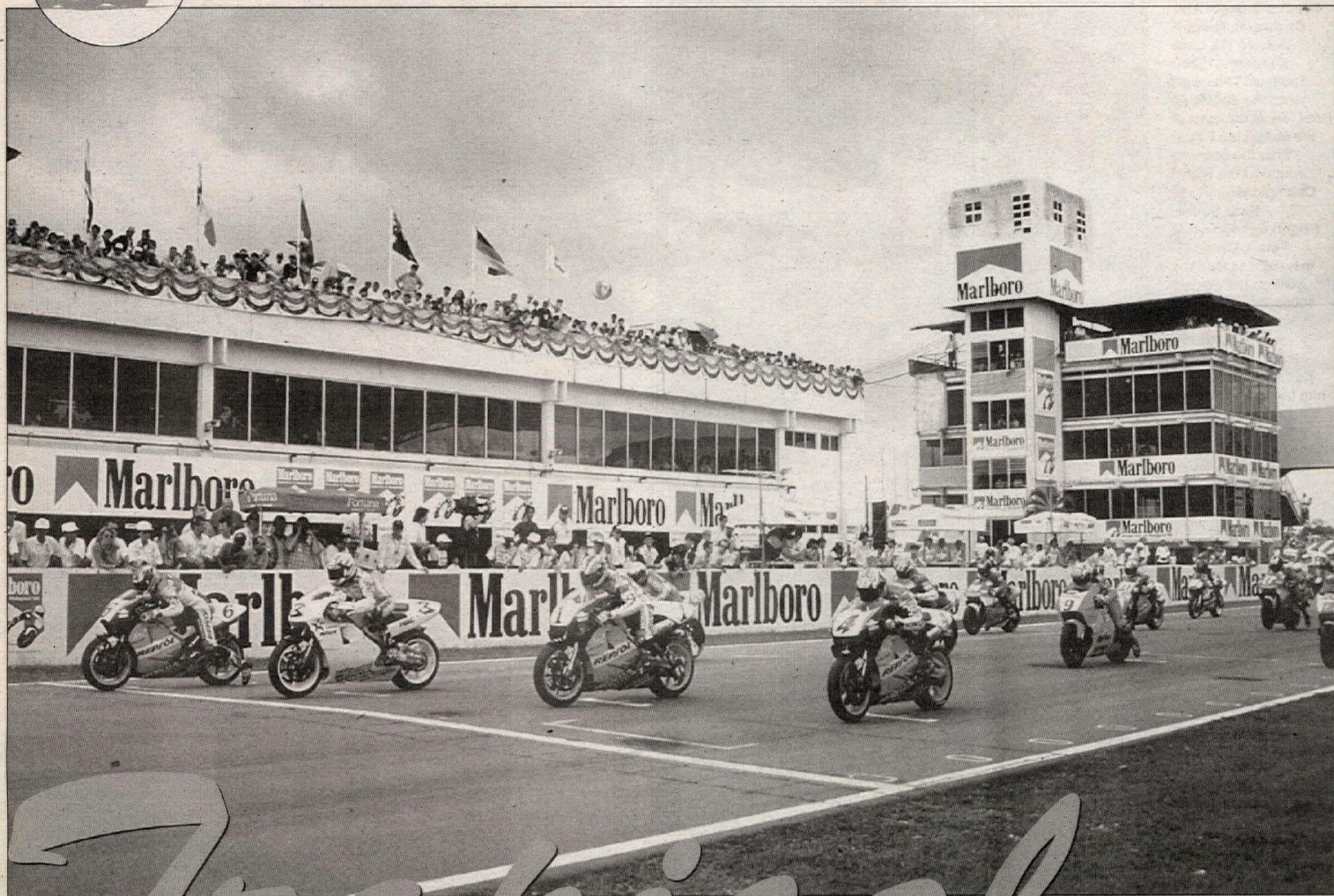
After winning three races in the series, Michael Pichon is well on his way to defending his East Coast 125cc Supercross championship.





ROAD RACE
World Championship Road Race Series

Round 1: Malaysian Grand Prix



Tropical surprise

By Michael Scott • Photos by Gold & Goose

SHAH ALAM, MALAYSIA, MAR. 31

7he 500cc class resumed its rightful position as the jewel in the crown of Grand Prix racing at Shah Alam on Sunday. There can be no more doubts that this is the senior service after a day of drama, incidents and close fighting.

It ended with Luca Cadalora taking first blood in what promises to be a fierce title battle, with defending World Champion Michael Doohan lucky to finish fifth after tire problems.

Even before that, Cadalora's Kanemoto Honda seemed to have the upper hand. But the two-man Honda V-four battle could only begin after the amazing new V-twin Repsol-Honda of Tadayuki Okada had crashed out after taking the lead for a second time in a two-leg race interrupted by rain and watched by a small crowd of 15,000.

Pileri Honda's Alex Barros was sec-

ond, less than five seconds adrift on aggregate times, with Carles Checa claiming a career-best third. The sole surviving Lucky Strike Suzuki rider Scott Russell was fourth, after last year's series runner-up Daryl Beattie had gone home early following a testing crash and his Japanese replacement Katsuaki Fujiwara had also retired with injury after a similar mechanical failure.

Doohan was philosophical after his bad start to the year, blamed on a rogue rear Michelin that blistered in the heat. "We've endurance tested so many tires, and now we got a bad one. But it could have been worse. The race could have run full distance instead of being stopped, and I could have put that tire on from the start. Then I wouldn't have finished. This way I get some points."

Okada was also happy enough to have proved that the new V-twin can race with the big bikes. "Of course I'm disappointed, but because of the rain in

the first leg, when I nearly crashed, I had a lot of time to make up. I had no choice but to go as fast as possible, and I pushed a little too hard." Okada set the fastest lap, but missed breaking John Kocinski's 1991 lap record by two-thousandths of a second.

Marlboro Rainey Yamaha's Loris Capirossi, Repsol Honda's Alex Criville and Repsol's second V-twin-mounted rider, Shinichi Itoh, all crashed out; Aprilia's Dorian Romboni didn't even make the start after crashing in a morning warmup.

The 250cc Grand Prix was dull and processional by comparison, with defending World Champion Max Biaggi doing the same as for the past two years here - running away with contemptuous ease. The Chesterfield Aprilia rider's only possible challenger was Marlboro Yamaha Rainey's Tetsuya Harada, but the Japanese rider lost touch in the early laps with a fuel-starvation problem. By

the time he got to a safe second, Biaggi was long gone.

With HB Honda's Ralf Waldmann pulling out during practice with testing injuries, third went to Spaniard MX Onda Honda's Luis d'Antin, with the French Elf-Chesterfield Honda teammates Olivier Jacque and Jean-Philippe Ruggia trailing in fourth and fifth.

Jurgen van den Goorbergh and his MQP Honda finished as the top privateer pairing, eighth after a consistent ride. The 125cc GP started the day off well, with a first-ever victory for Nastro Azzuro Aprilia's Stefano Perugini. It was hard-fought. He had a race-long duel with Marlboro Aprilia's Peter Oettl, only for defending champion Harachuki Aoki and his Molenaar Honda to bring up two other riders to join the party in the closing laps. Aoki managed to nose past Oettl for second, with Dittier Plastic Aprilia's Masaki Tokudome fourth and Cepsa Honda's

(Opposite page) Alex Criville (4), Michael Doohan (1), Luca Cadalora (3) and Tadayuki Okada (6) lead the all-Honda front row at the start of the Malaysian Grand Prix, the opening round of the World Championship Road Race Series.

(Right) Despite a bad start, Okada (6) managed to lead the GP on the all-new 500cc V-twin Honda. (Below) Doohan (1) also led, until tire troubles and Luca Cadalora (3) pushed him back in the order; the race was red-flagged after rain interrupted the proceedings.



Emilio Alzamora fifth, taking the lap record as compensation.

Scuderia Alfa Aprilia's Garry McCoy was 12th, the Australian racing hurt after banging his left hand and ankle in a Friday crash.

500cc GRAND PRIX

The start was thought crucial for Okada's V-twin, and his fate seemed

sealed when he was left trailing in sixth into the first corner; Cadalora heading Doohan and Criville, who crashed on lap two. But far from being overwhelmed, Okada was soon moving forward, diving inside Doohan into the last corner complex on the third lap, and using his late braking and fast corner-entry speed to resist all counterattacks.

Then he moved inside Cadalora under braking at the end of the main straight, and started to pull away slowly.

The first sign of rain came on the ninth lap, when Capirossi fell on the fast right before the last bends. The next time around, Okada also ran off. "I was leading, so I had no warning," he said. He ran across the gravel trap and

brushed the tire wall before managing to rejoin in seventh, losing 10 seconds.

Both Cadalora and Doohan signaled to race control as they crossed the line, but the race went on. Next time round it was worse, and again they gestured as they passed the pits. They'd throttled back of their own accord when the red flags were finally shown at the end of lap 11, and results were taken from lap 10 for the restart.

"They usually take a sign from the World Champion. Perhaps they were waiting for me to crash," fumed an angry Doohan, who was classified second, four-tenths behind Cadalora.

The track dried as the field ran through the compulsory half-hour extra practice, and they started again on slicks.

Okada was on the boil. He forced his way into the lead on the first lap, and was going away as he started the second, only to crash at the first corner. "I was going too hard before the left side of the tire was warm," he explained ruefully.

This left Doohan up front, but Cadalora leading on aggregate time. All he had to do was stay behind the Australian. Barros nosed between them on lap 22, giving Cadalora enough of a fright that he pushed again, moving past Doohan on lap 28.

The Australian already knew his chances were over. "My rear tire started to feel strange after 10 laps. I thought it had spun on the rim, and I was trying to slow the pace and block him. Then it started to vibrate, and I had to back off and just baby the bike home." A rogue Michelin had blistered.

Cadalora's victory was assured. "I think this is my greatest day in all my years of racing," he said. "Now I know I can win the title after switching to the Honda."

Barros was second, Checa third, with Russell delighted to overcome his practice problems for fourth. "That's my best-ever GP finish, at my worst track," the American grinned.

Marlboro Roberts Yamaha's Jean-Michel Bayle was sixth after switching bikes before the restart.



(Left) Carles Checa (24) battles with Scott Russell (11) in the second portion of the 500cc GP; Norifumi Abe (9) gives chase. (Below) Russell ended up finishing fourth - his best-ever 500cc Grand Prix result.

"My best bike had engine trouble," he said.

His teammate Norifumi Abe was eighth behind Alberto Puig after running off the track in the first leg, but he passed Russell on the last lap to lead across the line. The Elf-ROC of Juan Borja was 10th behind French privateer Fred Protat.

Sean Emmett, on the Harris-Yamaha, was delighted with 11th. "We've been playing catch-up all weekend," he said. "The new Yamaha engine goes really well." He'd been battling with WCM-ROC's James Haydon until his compatriot slipped off on the last corner of the second-to-last lap, remounting to claim 15th. He'd been passed by ROC Yamaha's Lucio Pedercini, Laurent Naveau and Jeremy McWilliams, who ran both legs on only three cylinders.

250cc GRAND PRIX

Defending World Champion Max Biaggi didn't get a checkered flag at the finish of the Malaysian GP. But he didn't need one for everybody to know that he'd won by a country mile.

For the third year in succession, the black Aprilia just ran away. Magic Max started from pole and broke his own lap record as he stretched his lead to almost 20 seconds at midrace. Then he slowed slightly, haunted by imaginary engine noises. Even so, he still won by 14.745 seconds, after a confusing finish when Malaysian officials neglected to tell the riders that the race was over, and they continued for an extra lap.

"I had two choices - use hard tires and start slowly, or soft tires and try to run away. I took the second, and by the time my rear tire started sliding after 10 laps I could see I had enough of a gap to win," the defending double-champion said. "After that, I just had fun."

His strategy and enjoyment were helped by Harada's problems. The Japanese rider had fuel-starvation prob-

lems from the start, getting away sixth. "Out of the last corner, I could only get 8000 rpm," he explained. It was never right, but improved enough so he could move to second on the fifth of 31 laps. After that, the 1993 champion was unchallenged.

Once the pursuit group had sorted themselves out, it was a processional race, with d'Antin dropping gradually away in third, well clear of the French pair Olivier Jacque and Jean-Philippe Ruggia.

Former winner Nobuatso Aoki and his Arie Molenaar Honda fought through to sixth; his last victim being works-bike first-timer Jurgen Fuchs, the sole HB Honda rider after the withdrawal of injured star teammate Waldmann. Fuchs had crashed in practice, and said later, "I was so stiff and sore I was happy when the race was over."

Aoki had to find his way through a strong group packed with privateers, including Italian newcomer Luca Boscuro, Dutchman Jurgen van den Goorbergh, Argentinian Sebastian Porco, Eskil Suter and Briton Jamie Robinson on the ex-Niall Mackenzie Docshop Aprilia, all chasing seventh position.

The group broke up when Porco fell under Robinson's front wheel, taking the Briton off onto the grass. He rejoined in 16th, and moved back through to an eventual 10th.

This reshuffle left van den Goorbergh to eighth, top privateer, ahead of Boscuro and Aprilia rider Roberto Locatelli.

Suter retired with engine trouble; Gianluigi Scalvini pitted in agony after breaking his heel in a practice tumble; Spaniard Sete Gibernau and Venezuelan Jose Barresi crashed out.

125cc GRAND PRIX

Aprilia rider Stefano Perugini earned a glass of his sponsor's product on Sun-





day. Backed by Italian brewers Nastro Azzurro, the 21-year-old needed all the fizz and plenty of head to prevail in a desperate last-lap battle as defending champion Harachuki Aoki forced his way up between him and one-time leader Peter Oettl in the closing bends.

Perugini had led the early stages, but dropped behind Oettl when his semi-automatic slick-shift system failed, and he had to relearn how use the clutch and throttle on upshifts.

A gang of nine in close pursuit was thinned out when Jorge Martinez crashed, HB Honda's Dirk Raudies clattered to a stop with 12 laps to go and Noboru Ueda fell back.

Then Tokudome and Alzamora followed Aoki to close the gap on the leaders. Aoki had the best tactics, finishing second; with Tokudome fourth behind Oettl, lap record holder Alzamora fifth, the group covered by 1.2 seconds. Class newcomer Valentino Rossi and his AGV Aprilia lost touch to finish sixth.

Krona Aprilia's Kazuto Sakata had qualified on pole position, but fell heavily in morning warmup, breaking a bone

(Abover) Luca Cadalora wheelies to victory, his first on a Honda NSR500. (Right) Cadalora (center) celebrates with Alex Barros (left) and Checa (right).



in his foot. He raced anyway, but could do no better than 10th, 18 seconds behind ninth-placed Ueda.

Last year's winner McCoy missed 11th behind Frenchman Fred Petit by less than a tenth of a second. **CN**

Circuit Shah Alam
Shah Alam, Malaysia
Results: March 31, 1996 (Round 1 of 15)

125cc QUALIFYING: 1. Kazuto Sakata (1:31.285); 2. Dirk Raudies (1:31.410); 3. Emilio Alzamora (1:31.533); 4. Stefano Perugini (1:31.627); 5. Tomomi Manako (1:31.738); 6. Jorge Martinez (1:31.760); 7. Haruchika Aoki (1:31.840); 8. Yoshiaki Katoh (1:31.958); 9. Masaki Tokudome (1:31.986); 10. Peter Oettl (1:32.014); 11. Akira Saito (1:32.187); 12. Manfred Geissler (1:32.253); 13. Valentino Rossi (1:32.283); 14. Noboru Ueda (1:32.334); 15. Gabriele Debbia (1:32.584); 16. Lucio Cecchinello (1:32.589); 17. Jaroslav Hules (1:32.792); 18. Garry McCoy (1:32.944); 19. Andrea Ballerini (1:33.104); 20. Jose David de Gea (1:33.236); 21. Loek Bodelier (1:33.400); 22. P. Tessari (1:33.588); 23. Y. Ui (1:33.598); 24. Darron Barton (1:33.622); 25. S. Cruciani (1:33.752); 26. I. Goi (1:33.778); 27. J. Sarda (1:33.917); 28. Frederic Petit (1:34.356); 29. Angel Nieto (1:34.593); 30. C. Chee Hou (1:36.142); 31. Y. Said (1:36.871); 32. C. Yan Kit (1:38.169); 33. Y. Tang (1:39.031).

250cc QUALIFYING: 1. Max Biaggi (1:25.795); 2. Tetsuya Harada (1:26.284); 3. Oliver Jacque (1:26.772); 4.

V-twin Victory?

Sensation in the steamy heat came when Honda's new light-weight V-twin fulfilled its pre-season threat with Tadayuki Okada's (right) first-ever pole position.

Diving inside the V-fours in all the turns, the deep low-revving exhaust sounded a mocking note as he led from the start to sit pole on the first afternoon with a stunning 1:23.987 - the fastest-ever official or unofficial time, and one second inside Michael Doohan's '95 pole time.

"It's like a 250 to ride, but better," grinned the usually grim-faced Japanese rider. "The chassis is stiffer and gives a really good feeling. And then there's the extra power."

Doohan got some revenge in the final session, hottest and most humid yet, with track temperatures at more than 120 degrees, when he was fastest. But the times that mattered had already been set, with new Honda rider Luca Cadalora second overall, more than half a second down on Okada.

Doohan was philosophical. "As long as I'm on the front row, it's okay," he said. "We'll wait and see what

happens in the first 10 laps with the V-twin. It's no different when you're racing how many cylinders the other guy has. You just try and beat him."

Okada's crucial point would be the run to the first corner. If overwhelmed in the first yards, he would find it hard to regain ground. "We've practiced starts during the tests, taking the time from the line to the first corner. The V-four and the twin were more or less the same," he said optimistically.

A third V-four Honda, ridden by late crasher Alex Criville, completed the front row, which would be staggered for the first time to give more advantage to the faster qualifiers.

Loris Capirossi and his Marlboro Rainey Yamaha led row two, after crashing twice when other riders brought him down. "I like this bike too much," he grinned after running second to Doohan in the slower second session. "Last year it was hard to go fast on

the Honda, but these times came really easily." He had Alex Barros's Honda alongside, then Norifumi Abe, who moved ahead of teammate Jean-Michel Bayle to be the better of the Team Roberts bikes.



Doriano Romboni put his V-twin Aprilia eighth, but crashed in race-morning warmup and was out of the race.

Then came Bayle and Carles Checa, ahead of Shinichi Itoh's V-twin Honda.

With Daryl Beattie out, Suzuki's problems continued. An off-tune Scott Russell ended up a disgruntled 13th, although he recovered his spirit somewhat when he was fourth in morning warmup.

Juan Borja's Elf-ROC was 15th; there were 25 qualifiers.

Max Biaggi dominated 250cc qualifying throughout - but it was narrowly done. "I broke an engine in the last session, had to push the bike back, then watch my mechanics. They were fantastic. They changed the motor in half an hour, and I was able to go out again and get pole position back."

Times were faster than last year, and his challenger was old rival Tetsuya Harada, coming up with a seven-tenths improvement after sorting out the steering geometry. "I like the new Michelins a lot," he said.

The front row was filled by the hot French teammates, youngster Oliver Jacque just a tenth ahead of veteran J.P. Ruggia. "We help each other a lot," said Jacque. "Only when the race starts will be begin to fight each other."

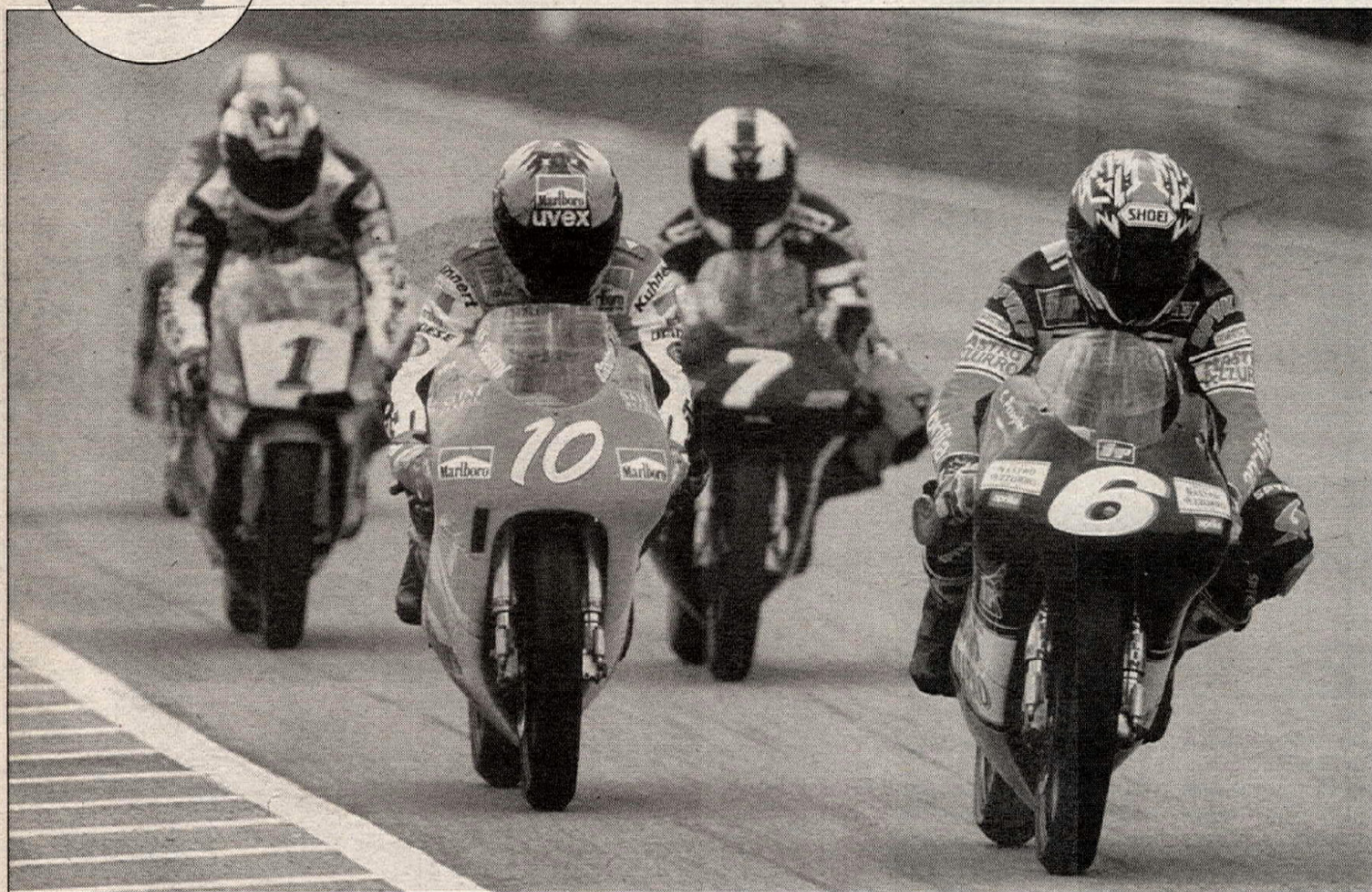
Former Shah Alam winner Haruchika Aoki led the all-Honda second row from Luis d'Antin, Jurgen Fuchs and Tohru Ukawa, with Jurgen van den Goorbergh top privateer, leading row three.

There were 32 qualifiers - slowest Ralf Waldmann, who broke his collarbone in pre-race tests less than two weeks before. He tried to come back with the injury plated, but "it was too painful, and I had to stop," he said.

ROAD RACE

World Championship Road Race Series

Round 1: Malaysian Grand Prix



(Hon); 5. J.P. Ruggia (Hon); 6. Nobuatsu Aoki (Hon); 7. Jurgen Fuchs (Hon); 8. J.V.D. Goorbergh (Hon); 9. Luca Boscuro (Apr); 10. Roberto Locatelli (Apr); 11. Jamie Robinson (Apr); 12. Takeshi Tsujimura (Hon); 13. Cristiano Migliorati (Hon); 14. Davide Bulega (Apr); 15. Osamu Miyazaki (Apr); 16. S. Yuzi (Yam); 17. S. Nizam (Yam); 18. Christophe Cogan (Hon); 19. Eskil Suter (Apr); 20. Regis Laconi (Hon); 21. Sebastian Porco (Apr); 22. Christian Boudinot (Apr); 23. Yasumasa Hatakeyama (Hon); 24. Massimo Ottobre (Apr); 25. Jose Barresi (Yam); 26. Giovanni Scalvini (Hon); 27. Sete Gibernau (Hon); 28. Jose-Luis Cardoso (Apr); 29. K. Meng Heng (Yam); 30. Tohru Ukawa (Hon); 31. Oliver Petrucci (Apr).

Time: 45 min., 06.934 sec.
Distance: 31 laps, 67.366 miles.
Average Speed: 89.591 mph.
Margin of Victory: 14.745 sec.
Fastest Lap: Max Biaggi, 1:25.994, Lap 2.

500cc GRAND PRIX: 1. Luca Cadalora (Hon); 2. Alex Barros (Hon); 3. Carlos Checa (Hon); 4. Scott Russell (Suz); 5. Michael Doohan (Hon); 6. Jean-Michel Bayle (Yam); 7. Alberto Puig (Hon); 8. Norifumi Abe (Yam); 9. Frederic Protat (Yam); 10. Juan Borja (Elf); 11. Sean Emmett (Yam); 12. Lucio Pedercini (Yam); 13. Laurent Naveau (Yam); 14. Jeremy McWilliams (Yam); 15. James Haydon (Yam); 16. Jean Jeandat (Pat); 17. Toshi Arakaki (Yam); 18. Eugene McManus (Yam); 19. Shinichi Itoh (Hon); 20. Tadayuki Okada (Hon); 21. Adrien Bosshard (Elf); 22. Alex Criville (Hon).

Time: 47 min., 24.151 sec.
Distance: 33 laps, 71.712 miles.
Average Speed: 90.756 mph.
Margin of Victory: 4.721 sec.
Fastest Lap: Tadayuki Okada, 1:25.102, Lap 4.

125cc WORLD C'SHIP POINT STANDINGS (After 1 of 15 rounds): 1. Stefano Perugini (25); 2. Haruchika Aoki (20); 3. Peter Oetli (16); 4. Masaki Tokudome (13); 5. Emilio Alzamora (11); 6. Valentino Rossi (10); 7. Tomomi Manako (9); 8. Akira Saito (8); 9. Noboru Ueda (7); 10. Kazuto Sakata (6); 11. Frederic Petit (5); 12. Garry McCoy (4); 13. Andrea Ballerini (3); 14. Jaroslav Hules (2); 15. P. Tessari (1).

250cc WORLD C'SHIP POINT STANDINGS (After 1 of 15 rounds): 1. Max Biaggi (25); 2. Tetsuya Harada (20); 3. Luis d'Antin (16); 4. Oliver Jacque (13); 5. J.P. Ruggia (11); 6. Nobuatsu Aoki (10); 7. Jurgen Fuchs (9); 8. J. van den Goorbergh (8); 9. Luca Boscuro (7); 10. Roberto Locatelli (6); 11. Jamie Robinson (5); 12. Takeshi

J.P. Ruggia (1:26.836); 5. Nobuatsu Aoki (1:27.234); 6. Luis d'Antin (1:27.248); 7. Jurgen Fuchs (1:27.426); 8. Tohru Ukawa (1:27.538); 9. J. van den Goorbergh (1:27.554); 10. Jamie Robinson (1:28.078); 11. Eskil Suter (1:28.116); 12. S. Porco (1:28.565); 13. Yasumasa Hatakeyama (1:28.591); 14. Roberto Locatelli (1:28.648); 15. Luca Boscuro (1:28.657); 16. Cristiano Migliorati (1:29.040); 17. Takeshi Tsujimura (1:29.059); 18. Regis Laconi (1:29.074); 19. Jose-Luis Cardoso (1:29.106); 20. Oliver Petrucci (1:29.353); 21. Christophe Cogan (1:29.512); 22. Gianluigi Scalvini (1:29.700); 23. Osamu Miyazaki (1:29.830); 24. Davide Bulega (1:29.946); 25. K. Meng Heng (1:29.986); 26. S. Yuzi (1:30.221); 27. Christian Boudinot (1:30.442); 28. Jose Barresi (1:31.119); 29. Massimo Ottobre (1:31.379); 30. Sete Gibernau (1:31.475); 31. S. Nizam (1:31.532); 32. Ralf Waldmann (1:34.954).

500cc QUALIFYING: 1. Tadayuki Okada (1:23.987); 2. Luca Cadalora (1:24.630); 3. Michael Doohan (1:24.911); 4. Alex Criville (1:24.937); 5. Loris Capirossi (1:24.953); 6. Alex Barros (1:25.284); 7. Norifumi Abe (1:25.291); 8. Dorian Romboni (1:25.316); 9. Jean-Michel Bayle (1:25.391); 10. Carlos Checa (1:25.532); 11. Shinichi

(Above) Stefano Perugini (6), Peter Oetli (10), Masaki Tokudome (7) and Haruchika Aoki (1) race for the lead in the 125cc Grand Prix (Right) Max Biaggi (center) stands atop the rostrum with Tetsuya Harada (left) and Luis d'Antin (right) after the 250cc Grand Prix.



(Left - from left to right) Aoki, Perugini and Oetli celebrate their 2-1-3 finish in the 125cc Malaysian Grand Prix.

Itoh (1:25.561); 12. Alberto Puig (1:35.780); 13. Scott Russell (1:25.890); 14. Frederic Protat (1:27.128); 15. Juan Borja (1:27.142); 16. James Haydon (1:27.600); 17. K. Fujiwara (1:28.058); 18. Lucio Pedercini (1:28.099); 19. Toshi Arakaki (1:28.228); 20. Jeremy McWilliams (1:28.487); 21. Sean Emmett (1:28.649); 22. Jean Jeandat (1:28.908); 23. Laurent Naveau (1:29.059); 24. Adrien Bosshard (1:29.374); 25. Eugene McManus (1:30.020).

125cc GRAND PRIX: 1. Stefano Perugini (Apr); 2. Haruchika Aoki (Hon); 3. Peter Oetli (Apr); 4. Masaki Tokudome (Apr); 5. Emilio Alzamora (Hon); 6. Valentino Rossi (Apr); 7. Tomomi Manako (Hon); 8. Akira Saito (Hon); 9. Noboru Ueda (Hon); 10. Kazuto Sakata (Apr); 11. Frederic Petit (Hon); 12. Garry McCoy (Apr); 13. Andrea Ballerini (Apr); 14. Jaroslav Hules (Hon); 15. P. Tessari (Hon); 16. Ivan Goi (Hon); 17. Stefano Cruciani (Apr); 18. Lock Bodelier (Hon); 19. Josep Sarda (Hon); 20. Y. Tang (Yam); 21. Dirk Raudies (Hon); 22. A. Nieto (Apr); 23. Y. Said (Yam); 24. Manfred Geissler (Apr); 25. Yoshiaki Katoh (Yam); 26. Y. Ui (Yam); 27. C. Yan Kit (Yam); 28. Lucio Cecchinello (Hon); 29. C. Chee Hou (Yam); 30. Gabriele Debbia (Yam); 31. Jorge Martinez (Apr); 32. Dennis Barton (Apr).

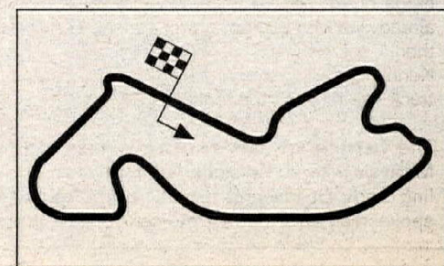
Time: 44 min., 46.542 sec.
Distance: 29 laps, 63.020 miles.
Average Speed: 84.448 mph.
Margin of Victory: 0.405 sec.
Fastest Lap: Emilio Alzamora, 1:31.594, Lap 19.

250cc GRAND PRIX: 1. Max Biaggi (Apr); Tetsuya Harada (Yam); 3. Luis d'Antin (Hon); 4. Oliver Jacque

Tsujimura (4); 13. Cristiano Migliorati (3); 14. Davide Bulega (2); 15. Osamu Miyazaki (1).

500cc WORLD C'SHIP POINT STANDINGS (After 1 of 15 rounds): 1. Luca Cadalora (25); 2. Alex Barros (20); 3. Carlos Checa (16); 4. Scott Russell (13); 5. Michael Doohan (11); 6. Jean-Michel Bayle (10); 7. Alberto Puig (9); 8. Norifumi Abe (8); 9. Frederic Protat (7); 10. Juan Borja (6); 11. Sean Emmett (5); 12. Lucio Pedercini (4); 13. Laurent Naveau (3); 14. Jeremy McWilliams (2); 15. James Haydon (1).

Upcoming Rounds:
Round 2 - Sentul, Indonesia, April 7
Round 3 - Suzuka, Japan, April 21



Briefly...

The title battle for **Daryl Beattie** became that much harder after doctors ruled him out of the first race of the season. The Team Lucky Strike Suzuki rider crashed on Sunday when his engine seized. Though outwardly unhurt, Beattie suffered a concussion. Still not fully recovered on Thursday, he was advised against racing by Clinica Mobile staff and independent doctors. "Naturally, I'm really disappointed," he said, before flying home to Australia to continue his recuperation. "It's the worst way to start the season. But there are 14 more races left, and it's better to go for top scores in them than risk my own safety and everybody else's on Sunday." Beattie did not join the IRTA tests earlier in the week, but was turning "competitive ballpark times, faster than a Suzuki's ever been round here before" on Sunday, according to a team source.

Scott Russell unexpectedly missed the team tests, after opting to take more time to rest after finishing second by inches at Daytona. "It's a pity Scott missed the opportunity to get track time when all the other top runners have tested here," said Team Manager Garry Taylor.

Daryl Beattie's absence meant a special 21st birthday gift for Japanese Lucky Strike Suzuki superbike rider **Katsuaki Fujiwara**. The rising All-Japan star (third in last year's Suzuka 8-Hour, second in the opening round of this year's championship) turned 21 on March 27, and received the last-minute call to pack his helmet and leathers on March 28. Fujiwara, already a Wild Card entry for the Japanese GP, has never raced a 500, but has ridden one in tests. At Suzuka during the winter, having set a respectable 2:10.5 on his Superbike, he went for an informal 500cc try-out and recorded 2:10.0. The lap record is 2:09.439, set by Kevin Schwantz in 1994. Sadly, it all went wrong after seven laps of timed practice. Lying 17th overall, Fujiwara's Suzuki suffered a seize-up similar to that which caused Beattie to crash, and he suffered shoulder and knee injuries that ruled him out of the race.

Suzuki broke the usual Japanese policy of total secrecy by admitting that it was "component failure" that caused both Beattie and his replacement to fall - but would not enlarge on the details. It emerged unofficially that the seize-ups were piston-related; both happened as the riders closed the throttle on corner entry. Sources close to the team were confident that the problem would be solved by the next race. The machines have new cylinders and pistons, and revised versions could be quickly made, in the same way that Suzuki took only five weeks to come up with a Big Bang engine in 1992, the first to respond after all the factories were caught napping by Honda.

Ralf Waldmann pulled out of the race after only three laps of practice - his freshly broken collarbone proving too painful to carry on. "I broke it the week before last, and it was plated at a local hospital. I wanted to ride, but it's impossible," said the HB Honda rider, who was third overall last year.

Honda denied a switch from their in-house **Showa** suspension to **Ohlins** front fork, as used by Yamaha, after rumors were triggered in early test sessions that Michael Doohan had tested (and much preferred) the Scandinavian equipment. "We've never used Ohlins," insisted Doohan's crew chief Jeremy Burgess. "But we do have some different Showas that are built more along the Ohlins pattern. There are a lot of detail differences between old and new forks, to do with air and oil volumes and other things. Mick prefers the feel of the new type, more like the Ohlins, but we don't see any difference in lap times. It's like the better ride you get from a limousine compared with a sports car, but there's no advantage you can measure." All the same, Doohan used the new forks, nicknamed "Shohlins" by Ohlins staff, who believed there were some of their parts inside the fork tubes. "We're doing a lot of work on suspension because there are some tracks where the Yamahas obviously turn in better than our bike," said Burgess. Ohlins is owned by Yamaha, but the forks are supplied to a number of other teams.

Wayne Rainey is to race again. The former three-time World Champion, whose career was ended by a crippling crash in 1993, will take part in the Toyota Celebrity warmup race for the Indy Car event at Long Beach the weekend after the Indonesian GP. Rainey, paralyzed from the chest down, has already tested the Celica he will race, converted to hand controls. His legs are kept in place by Velcro on his shoes. "I'm really pleased about it, and I want to win," he said. "I've already pissed them off in practice because I was using the track verges, and because nobody could get past me."

Kenny Roberts Jr. expects to be fit to return for the third race of the season, the Japanese GP in April. The kid with the famous name broke his leg in Shah Alam tests two months ago. "He's already walking without crutches, and should be 100-percent fit by then," said Roberts Sr. His son makes his 500cc-class debut in Kenny's Marlboro-sponsored works Yamaha team after a fast-track rise through the ranks.

The **future of GP racing** remained open to question in Malaysia with no resolution in sight of the fight between controlling body Dorna and teams' association IRTA. But a Dorna spokesman said that a statement originally promised for this GP

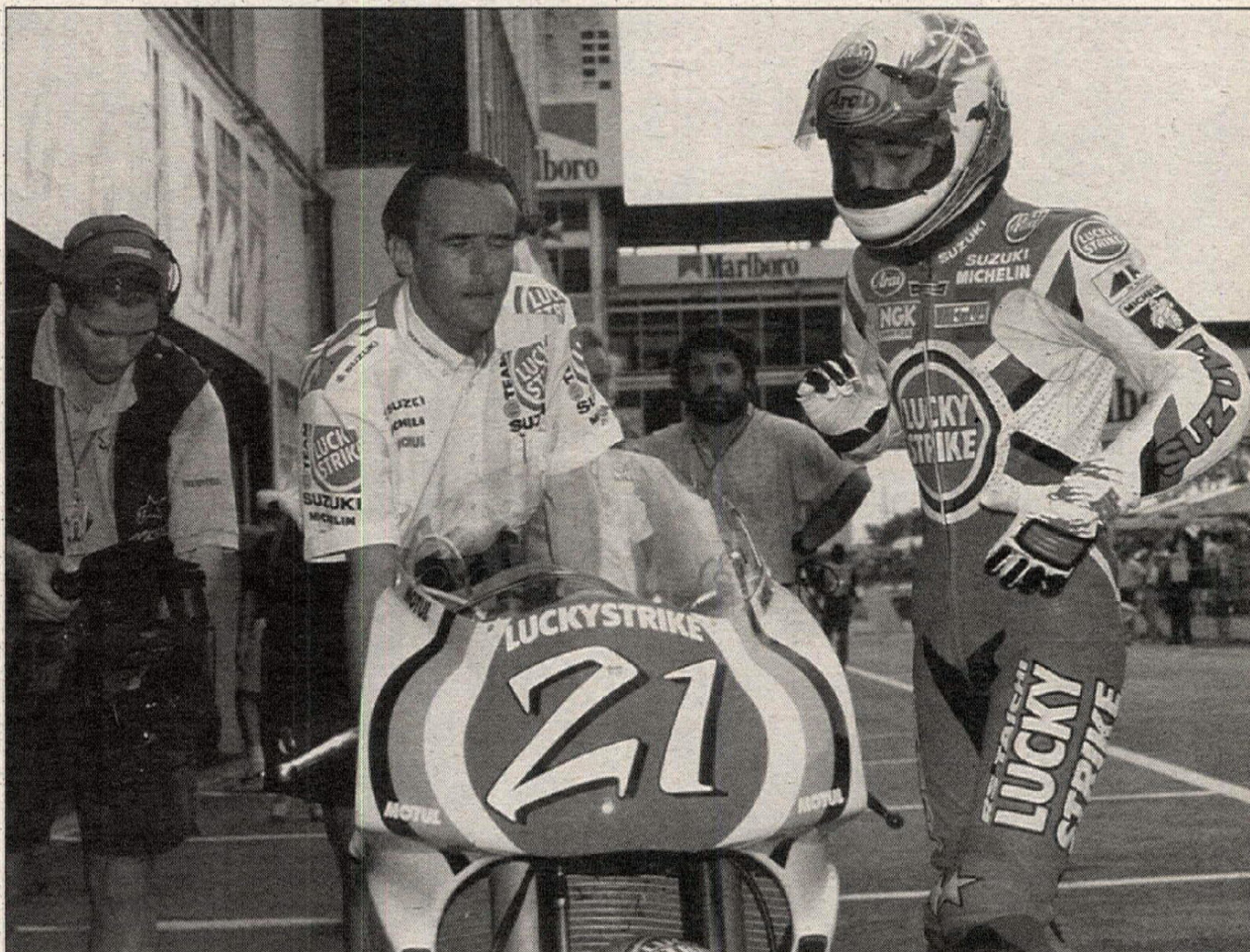
would come within a week or 10 days, and would be "the final word on the matter." Dorna and their subsidiary company TWP hold all the contracts with the FIM sanctioning body and the circuits, but IRTA has failed to renew its contract to supply teams and riders to the series, which expires at the end of this season. Instead, it has signed a new contract with a rival sports promotion and TV-rights body, ISL.

If anybody thinks racing a privateer-level **ROC or Harris-Yamaha** is a low-cost option, think again. The price of Yamaha's new sealed airbox, with its pressurized ram-air effect, is almost \$14,000.

Tetsuya Harada's first reaction to the drooping tail of his new Yamaha was "to feel a little embarrassed when I rode down pit lane," the Japanese rider admitted in Malaysia. But the oversize tail unit, which follows the curve of a crouching rider's back, definitely improved the top speed. "We found that in a wind tunnel,"

terminating in a slow corner rather than the current medium-speed "Stekkenwal." At least one other chicane will be installed, at the high-speed "Meeuwenmeer" section, the most distant point of the track.

Aprilia's V-twin 500 may grow closer to the full 500cc after Honda's promising debut with their own full-size V-twin. But designer Jan Witteveen insists that he will not go all the way. This year's engine was the same as last year's at 410cc, he said. "But with the latest version we have the possibility to make it bigger. We could go to the full size, though I would prefer to go to 430cc or maybe 450cc. But I don't want to change the size until we have got this one working perfectly." The new RF-V500, ridden by Dorian Romboni, has been revised throughout. "The chassis dimensions are more or less as last year, but the chassis is stiffer. We have new crankcases, cylinders and crankshaft. The aim has been to achieve smoother performance, to reduce the wheelie problem we had last year," said Witteveen. "We've



Katsuaki Fujiwara was expected to ride Daryl Beattie's Lucky Strike Suzuki, but the Japanese rider crashed in practice.

said Harada. By how much? "That's a secret." The **1996 Yamaha** uses a long-stroke version of the reed-valve YZR engine first used at the final race of 1995. "I think we made the most progress of anybody in the winter at improving power," said Harada. "But when I came here I saw the others have not been standing still, and I expect during the year I will again complain of being short of power."

Spanish 500cc star **Alberto Puig** is far from sure if he will ever recapture the race-winning form that was cut short by his heavy crash in practice for last year's French GP. Puig broke his left leg very badly, and though the threat of amputation was averted, it has been left stiff and weak. "I think it is worse even than Doohan's leg," said Puig. "I have no feeling in it. When I am riding, I have to look down from time to time to check the position of my foot on the peg. I am trying to get used to the thumb-operated rear brake, but the first time I tried it at Jerez I crashed after four laps because of braking too hard. I decided if I have to crash while I get used to it, then I have to crash."

Dual-compound tires, hailed as a big breakthrough in Daytona, are far from new, confirmed Michelin and Dunlop technicians at Shah Alam. Michelin said they had been making them for eight to 10 years, while Dunlop said they were racing them last year. They also made something similar in the '70s, for Kenny Roberts. "The trick is not in making them," said one technician "but making them so they work for a full race."

The emasculation of the classic circuits will claim a new victim when **Assen** is revised in five years time. The goal is to increase the paddock area and open it for spectators; the area is currently limited because the track runs on both sides of the paddock. New plans will move the famous "Strubben" horseshoe bend further away, cutting the present run up to the U-bend - the stretch where Yasutomo Nagai was fatally injured in the World Superbike race. The current back straight - actually a classic section of technically difficult flat-out zigzags directly after the Strubben - will be replaced by a straight some 200 yards back from the paddock,

altered the induction gas-flow. The new crankshaft design allows improved flow within the crankcases so that the bike doesn't snap so much when you open the throttle. We still have a problem with wheelies, but not so bad as last year." Witteveen's preference for an undersize engine is to avoid having an excess of wheelie-inducing torque and to preserve the high-rev characteristics of the 250 machines on which the 500 is based. "The Honda is performing well, but they have taken the easy way, using two 250cc motocross cylinders. They can rev only to 11,000 where we go to 13,000. Our engine has development potential, but I don't think Honda have that potential."

The other European 500 bike - the **V-four Elf-ROC** - qualified 15th in the hands of top rider Juan Borja, on the tail of the works machines and beaten by only one privateer, Frenchman Fred Protat. "We are very pleased. The bike is very new, and though we tested one bike in the winter, the other three we have here did not turn a wheel before arriving here, and we did not join any of the pre-race tests here," said team boss Serge Rosset, who is also head of ROC. "It has been reliable, and that is the first step. But we have a lot of work. There are so many different possibilities both in chassis settings and engine-management settings. We've only tested about 30 percent of what we can do. This year is to learn. We do not expect results. This is a revolutionary type of V-four, and everything is new," he said. Unlike all the other V-fours, which have separate crankcases for each cylinder, the Swiss-Auto-based ROC engine has each pair of cylinders sharing a common crankcase. This allows two fewer main bearings than the single-crank Honda NSR engine, cutting internal friction and reducing engine size. The solo version of the former sidecar engine also has exhaust power valves, not needed on the three-wheelers, and has more power throughout the rev range than any of the Japanese motors. "Our biggest problem at the moment is wheelspin. We need to domesticate the power," said Rosset. They already had a type of "traction control" system incorporated in the engine management, that cuts power when the front wheel rises, but they were not using it at Malaysia. The eventual intention is to make the Elf-ROC available to privateers, probably in 1997.



SUPERCROSS
AMA Supercross Series

Round 10: RCA Dome



INDIANAPOLIS, IN, MAR. 30

Yes, Team 1-800-Collect/Honda/Fox's Jeremy McGrath won again. But his 10th straight supercross victory, at the RCA Dome in Indianapolis, was slightly different than most of his previous nine wins, because, for a few laps during the 20-lap main event, there was a hint of *doubt* that he would make it to the checkered flag first. But despite being approximately five seconds down on race leader Jeff Emig with a little less than half the race to go, there was one person who had no doubt whatsoever - McGrath himself.

After getting off to an uncharacteristically bad start, McGrath - with "9 Lives" sewn on to the back of his race pants - found himself in seventh place halfway into the first lap, with Team Yamaha's Doug Henry leading the way and Team Kawasaki's Emig, McGrath's main concern going into the race, running second. And, positioned between McGrath and the leaders were some hard-to-pass riders: Team Suzuki's Ezra Lusk, who as of late has found new speed and confidence; Kawasaki's Ryan Hughes; Team PJ1/Atomic 22/Xtreme's Jimmy Button; and Yamaha's Damon Bradshaw. Even McGrath admitted that he had his work cut out for him.

But the three-time champ began taking care of business by carefully picking his lines on the technical and tricky Indy track and "taking his time." Thus, he began his climb to the top, systematically picking off one rider at a time, first getting by Hughes, then Button, then Bradshaw, Henry, and then Lusk, taking him a valuable eight laps. At this point, Emig, who had passed Henry on the third lap, held a modest five-second lead over McGrath, who after having taken control of second was barely gaining ground on the Kawasaki rider. As McGrath inched closer and closer to Emig, the 45,217 spectators, who were already on their feet, were in anticipation of an epic Emig/McGrath last-lap battle for the win. But it would not happen.

Just after the halfway point, Emig went into a right-hand turn all alone, when suddenly his front wheel climbed out of the groove and washed out, putting him to the ground. It was as simple as that. McGrath and Lusk roosted by the downed rider, and McGrath would go on to record his 10th consecutive win, perhaps using up one of his "9 Lives" in the process. Emig would eventually rejoin Lusk late in the race to take second, while Lusk, who had finished fourth the previous two races, finally got his podium finish in third.

"I wasn't worried," said McGrath after what might've been his hardest-earned victory of the year. "But on this track that was so tough because of the ruts, you had to be patient. I knew I had about 10 laps left - time was on my side. The key was to be patient and not make a mistake."

Emig was visibly upset having squandered his biggest opportunity of the year to beat the seemingly unbeatable McGrath. "It just happened, in a blink of an eye - it was just one of those things," he said of his solo crash. "I felt so good, I was doing everything right, totally confident. I just went into the turn and the front end just skipped out. It's just so frustrating."

Lusk proved at Indy that he is now a serious threat to McGrath's streak. The Suzuki rider paced himself with McGrath for much of the last half of the race before tiring and letting Emig by. He was happy to be on the podium. "The bike is getting dialed in better and better, and I'm getting stronger and stronger," said the Georgian.

Perfect 10

By Kit Palmer • Photos by Kinney Jones

Hughes turned in another strong performance, putting to rest - at least for the time being - his reputation as an erratic rider. Instead, Hughes has shown consistency with another top-five finish, this time nabbing fourth. Rounding out the top five was Honda of Troy/Sinisalo's Larry Ward, who is returning to the Larry Ward of old, the same form that carried him to second place in the series last year. At the previous round in Dallas, Ward finished second.

Finishing 11th with a sore wrist was Kawasaki's Damon Huffman, who now sees his second place in the series standings threatened by a closing Emig.

West Coast 125cc Series points leader Kevin Windham made his second appearance in the 250cc class and finished a respectable sixth, while Button had his best ride of the season, finishing seventh. Great Western Bank's Phil Lawrence claimed eighth, ahead of Honda of Troy/Sinisalo's Brian Swink and Suzuki's Greg Albertyn, who crashed on the first lap.

The East Coast 125cc main event was a snoozer, as defending champ Mickael Pichon, on his Team SplitFire/Pro Circuit/Kawasaki KX125 breezed to victory over Suzuki's Tim Ferry, who spent his 15 laps making amends for a back-of-the-pack start. And, appearing on the podium for the first time in his career was Team Chaparral's Brian Deegan, who started off in 10th place.

The shocker of the night, though, was Team Yamaha's John Dowd's inability to qualify for the 125cc main event. Dowd, who went into the race with a one-point lead over Pichon in the series point standings, came a few inches short of transferring in the 125cc LCQ after crashing in his earlier heat race. By not qualifying, Dowd scored no points on the night, and with Pichon winning, has for all intents and purposes seen his title hopes go up in smoke. Pichon leads Dowd by 24 points with four rounds left in the series.

The Indy track was one of the more technically demanding tracks of the season, much of which had to do with the soft (though not muddy) and extremely tacky soil. "You don't even need brakes," said Windham. "Just let off on the gas and you nearly stop." This was quite the contrast from last week's hard-packed, dry and blue-grooved conditions at Dallas. Despite constant grooming with bulldozers, grooves and ruts would form in the turns, takeoff ramps and in between the jumps all night long, making line selection of the highest importance.

250cc

Emig shot out of the gate in the first 250cc heat race and proceeded to romp to victory, while Button and Huffman disputed second. Button held his ground lap after lap, while Huffman poked and prodded the Yamaha rider from behind. Finally, just as they approached the white flag, Huffman saw an opening and made his move, taking over second and relegating Button to third. Finishing fourth was Windham, who came from behind, while Swink finished fifth, one spot out of the transfers.

Non-qualifiers included such notables as Suzuki's Mike LaRocco and Great Western Bank teammates Phil Lawrence and Denny Stephenson. All three were involved in an ugly pileup when dirt jammed Lawrence's rear brake pedal causing the brake to suddenly lock up, and Stephenson and LaRocco plowed into the back of him.

McGrath won the second heat race, but Bradshaw gave him something to think about. The two riders broke free



(Opposite page) Jeremy McGrath recorded his 10th straight victory, at the RCA Dome in Indianapolis, thus keeping his perfect record intact. Here, McGrath leads Suzuki's Ezra Lusk late in the race.

(Above) The moment of truth: Kawasaki's Jeff Emig was leading near the halfway point when his front wheel skipped out on him in a turn and fell. Here, Emig looks up to see McGrath and Lusk motor by him. (Right) Team SplitFire/Pro Circuit/Kawasaki's Mickael Pichon recorded his fourth East Coast 125cc main-event win. He took over the series points lead from Yamaha's John Dowd, who failed to qualify for the main event.



from Hughes and Henry, but McGrath couldn't shake Bradshaw, who matched the Honda rider's every move. Bradshaw hung with McGrath for six laps before missing a shift and letting him get away. After passing Henry early on, Hughes began pressuring Bradshaw late in the race but could never make a pass. Lusk finished one spot out of the transfers in fifth, just ahead of Ward.

"The track is really tough," said McGrath. "You have to be patient. It's going to be hard to have a mistake-free night. You're going to have to be smooth for 20 laps."

Swink won an exciting first semi race, but he didn't have much to do with any of it. Instead, a battle raged for second involving Stephenson, Team Noleen's Kyle Lewis, BT Racing's Mike Jones, Lawrence and LaRocco. At one point, teammates Stephenson and Lawrence bumped in midair over a long double. Lawrence got the short end of the stick when he landed out of shape and blew through the next turn and off the track. Lewis managed to break free from the melee at the end to finish sec-

ond, ahead of LaRocco, Stephenson and Jones. Lawrence finished sixth, having to go to the LCQ.

Ward scored a rather uneventful wire-to-wire win in the second semi but did have Lusk, who had passed teammate Albertyn early on, to contend with for a couple of laps. Lusk was content with second, while Albertyn finished third. Honda of Troy's Mike Brown, who had crashed in his heat race, earned a trip to the main with a fourth, as did fifth-place finisher Antunez.

DeHoop won the LCQ, while Lawrence made a desperate last-lap pass on Suzuki rider Barry Carsten to grab the last transfer ticket of the night.

Team Yamaha's Doug Henry had the large crowd on its feet at the start of the 250cc feature as he powered his Pete Steinbrecher-tune YZ250 into the lead, just ahead of Emig, Lusk and the ever-improving Jimmy Button on the black and yellow PJ1/Atomic 22/Xtreme Yamaha. And where was McGrath, the holeshot king? Back in seventh, right behind Hughes.

"I got shut off on the (start) straight,"

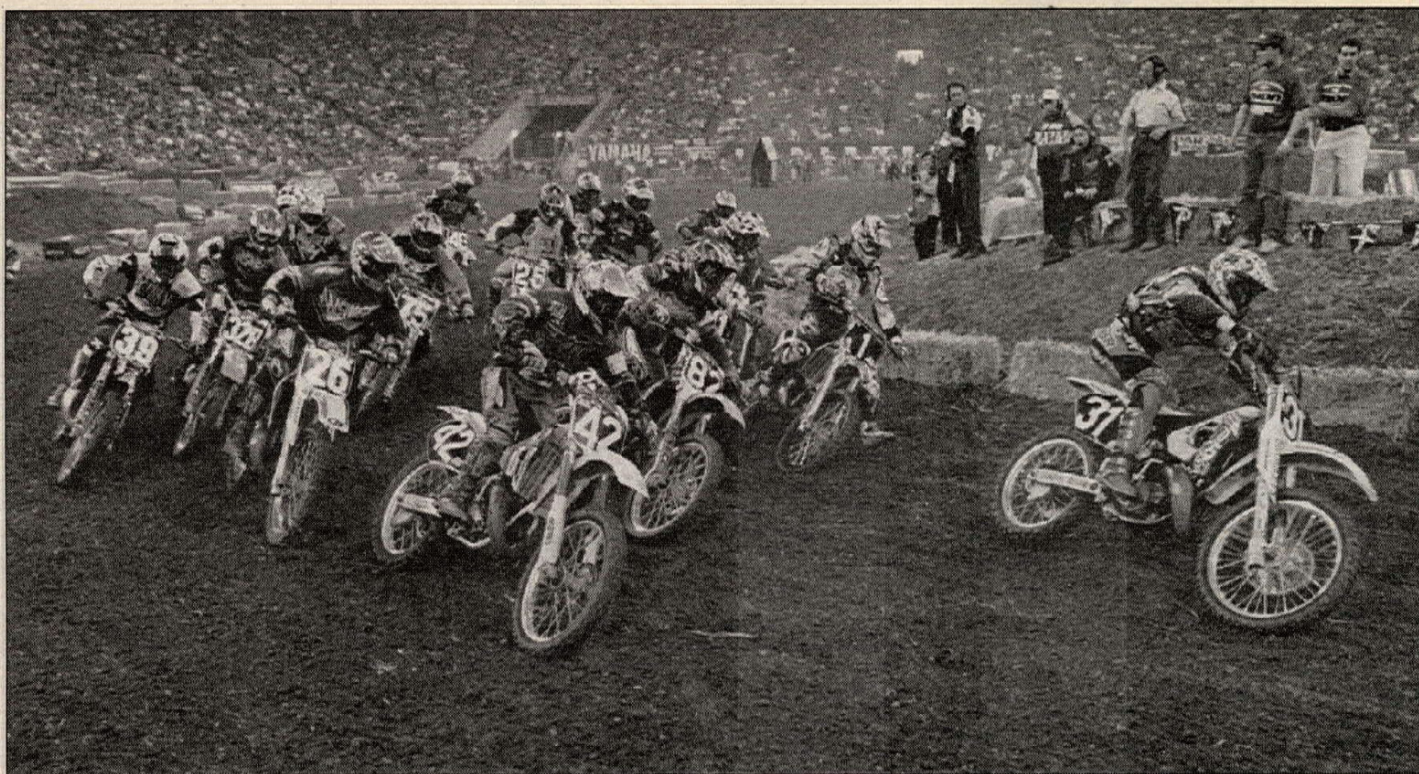
said McGrath. "Then I messed up in the whoops."

On such a technically demanding track, thanks to the tacky soil and rutted takeoffs and turns, seventh wasn't where the three-time champ wanted to be.

"My first thought was that I had to get in second as soon as I could but not make any mistakes," he said. "Jeff is my biggest concern, and I had to get to the front. But this isn't the kind of track you can just pin it; there is no room for mistakes. You have to concentrate and take your time."

Henry led for two laps before Emig snaked him on the inside and quickly distanced himself from the Yamaha rider. Lusk soon got by Henry, as well. Henry ran among the leaders for over half the race before fading back and eventually pulling out of the race with fork problems. A blown fork seal was to blame.

McGrath made quick work of Hughes, then wasted little time getting around Button. His next obstacle was Bradshaw, who gave McGrath a hard



(Above) Barry Carsten (31) grabbed the holeshot in the 125cc main over Tony Lorusso (42), Jeff Yentzer (82), Scott Sheak (26) and Pichon (1). After getting passed by Pichon on the first lap, Carsten ran second for much of the race before finishing sixth. (Left) Suzuki's Greg Albertyn (16) and Yamaha's Kevin Windham (38) got together early in the 250cc main. (Opposite page) Yamaha's Doug Henry (15) led the first three laps of the 250cc main. Here, he battles with McGrath. Henry would later retire with suspension problems.

time. McGrath eventually shoved Bradshaw out of the way; the two rubbed elbows and McGrath simply drove the Yamaha rider out wide in a turn. Henry was McGrath's next victim, and once into third, five seconds separated him from leader Emig, but still standing between Emig and McGrath was Lusk. Lusk proved to be a big problem for McGrath as the Suzuki rider did not give up without a fight. It took McGrath a full four laps before he could get around Lusk.

As the race neared the halfway mark, Emig was still in control and was hoping to make a repeat performance of his flat-out victory over McGrath in a heat race earlier in the season.

"I felt fast; I was doing everything right," Emig said. "I was riding with precision."

Until...

Looking as though he just might put an end to McGrath's streak, the Kawasaki rider suddenly went down. He just fell over in a turn when his front wheel washed out. As he remounted, McGrath and Lusk scooted by.

"The first thing that went through my mind was to get up and pass him back," said Emig. "Even after I got up I thought I could still win. I had to keep the faith. The same thing could happen to him. I just kept charging and never gave up."

Even though McGrath was in his more customary position, his 10th win

wasn't in the bag - not quite yet. Lusk surprised many by hanging with the champ for several laps, threatening.

"I felt real good," Lusk said, "but I kept thinking, 'What I'm I doing here with McGrath and Emig. What is this?'"

While many thought McGrath's lead was in danger thanks to Lusk, McGrath thought differently. "I was in control," McGrath said. "I didn't want to push it any more than I had to at the end."

Lusk began to tire the last couple of laps and just couldn't hold back the pressuring Emig any longer. Two laps from the end, Emig passed the Suzuki rider, making the top three McGrath, Emig and Lusk. McGrath took the checkered flag just three seconds ahead of Emig.

"After the start I knew it was going to be a close race," said a calm and relaxed McGrath afterward. "Jeff had to pin it; he had to go, and with the track being so tough, I pushed him into a mistake."

Elsewhere, Bradshaw was having one of his best rides of the year, running a strong fourth ahead of Hughes late in the race before suffering a hard get-off when he came up short over a particularly difficult triple jump. He slammed into the face of the third jump and was ultimately pitched over the handlebars, as well as the third jump. He landed on his back - on top of his bike. Amazingly, Bradshaw got back on his bike, albeit slowly, and salvaged 16th.

"I feel like someone beat me with a stick," Bradshaw said. "My footpeg hung up in a rut. It might've even pulled my leg off the peg, too. My leg, chest hurt."

Still, Bradshaw was pleased with his performance up to that point. "Yeah, I rode okay," he said. "I'm just trying to stay in there."

Hughes avoided the sprawling Bradshaw to take over fourth, where he would finish. Ward came from eighth to finish sixth, just ahead of Button. "Things are coming together," said Button. "I'm getting stronger and the bikes are getting better."

Eighth went to Lawrence, who gated near the back of the pack. Swink topped out in ninth, followed by Albertyn.

"I'm riding okay, but I just have to stop crashing," said three-time world champ Albertyn. "I was diving to the inside of Windham on the first lap when he cut in on me at the last second."

The crash also took out teammate Mike LaRocco, who ran into Albertyn. LaRocco, the hometown favorite, had a miserable day. He struggled through practice dialing in his bike earlier in the day, crashed in his heat race, had to ride the semi, then crashed in the main and could never make up for it. LaRocco finished 12th, and summed up his day by saying: "It's been like this for a few weeks. I've got to change that. If I knew what the problem was, I'd fix it."

LaRocco finish one spot behind

Damon Huffman, who is struggling with a wrist injury. "Last week in Dallas I had so much tape I couldn't move it (the wrist)," he said. "This time I had less tape but didn't have enough support."

Thirteenth went to Stephenson, followed by DeHoop, Jones and Bradshaw. Kyle Lewis finished 17th after crashing spectacularly while running midpack. Antunez recorded 19th, followed by Henry and Brown, who crashed early in the race.

125cc

An anticipated duel between Mickael Pichon and Tim Ferry never really materialized in the first 125cc heat race despite the fact they finished 1-2. Pichon grabbed the holeshot and pulled away, while Ferry chased Pichon but could never make a serious attempt to pass.

James Eickel, from Grove City, Ohio, scored his first-ever heat-race win in the next 125cc race after a hard-fought battle. The Pro Source/Pro Circuit-sponsored Honda rider took the win ahead of Tennessee's Nathan Ramsey. Team Yamaha's John Dowd was heavily favored to win the heat race but clipped a stepup jump with his front wheel and crashed hard, with F&S Suzuki rider Davey Yezek slamming into him. Dowd would have to ride the LCQ, as would Yezek.

In the LCQ, Dowd got a midpack start in the short six-lap race. Dowd was having an obvious hard time passing on the rutted track, and on the last lap was running sixth but needed to finish fourth or better to transfer. Stuck in the middle of a heated five-way battle for the final transfer position, Dowd was edged out by a couple of inches by fourth-place finisher Mike Katin. North Carolina's Jim Neese scored the win ahead of Jeff Baker, Yezek and Katin.

The main event was all but over after the first turn, as SplitFire/Pro Circuit/Kawasaki rider Pichon jumped out to the early lead after passing holeshotter Barry Carsten, while his most serious rival Ferry was mired back in the pack.

Pichon opened up a huge lead and would go on to score a seemingly easy win.

"It was easy," said Pichon. "This was definitely the easiest of the year. Rutted tracks are my kind of tracks. My home in France, I have to ride in the mud and ruts all the time. I'm used to that kind of stuff."

"I was kind of surprised about that," said Pichon of Dowd not making the main. "Those 25 points (he gained on Dowd) couldn't have been any easier. There's no pressure now, I can make mistakes. Still, I'm going to try to win every race."

Dowd was unavailable for comment.

Ferry was never a factor for Pichon after his back-of-the-pack start. "I got a bad jump, everyone got ahead of me off the gate," said Ferry. "I actually lost a couple of places on the first lap. At that point, I knew that first place would be a long shot so second place was my goal."

Ferry reached his goal after passing Team Suzuki Sports' Scott Sheak just before taking the white flag. After having just passed Brian Deegan for second, then getting past by Ferry, Sheak came up short over a triple and came to a complete stop, stalling his engine. By the time he got going again, Deegan had already roosted by, making the final finishing order Pichon, Ferry, Deegan and Sheak.

"I went into *banzai* mode on the last lap," said Deegan. "I sprained my ankle a couple of weeks ago and I'm getting my strength back."

Rounding out the top five was Manchester Honda's Tony Lorusso, who started the race in fourth. Sixth went to Bromley Cycle-DG's Carsten who ran second for much of the race. **CN**

RCA Dome Indianapolis, Indiana Results: March 30, 1996 (Round 10 of 15)

125 HEAT 1 (6 laps, top 9 transfer): 1. Michael Pichon (Kaw); 2. Tim Ferry (Suz); 3. Joshua Steel (Suz); 4. Bary Carsten (Suz); 5. Jeff Hedden (Suz); 6. Brian Deegan (Hon); 7. Adam Humphrey (Suz); 8. Cory Keeney (Yam); 9. Jeff Curry (Suz); 10. Jim Neese (Hon); 11. Doug Dehaan (Suz); 12. Chad Sanner (Kaw); 13. James Povolny (Kaw); 14. Doug Stone (Kaw); 15. Heath Voss (Hon); 16. Tim Pustelak (Suz); 17. Jim Chester (Suz); 18. Brett Salander (Kaw); 19. David Kratz (Suz); 20. Shane Lawson (Hon).

Time: 5 min., 11.120 sec.

125 HEAT 2 (6 laps, top 9 transfer): 1. James Eickel (Hon); 2. Nathan Ramsey (Suz); 3. Jeremy Buehl (Kaw); 4. Tony Lorusso (Hon); 5. Robbie Skaggs (Kaw); 6. Josh Demuth (Yam); 7. Scott Sheak (Suz); 8. Shaun Perolio (Kaw); 9. Ryan Duff (Hon); 10. Jeff Baker (Yam); 11. Mike Katin (Hon); 12. John Dowd (Yam); 13. Brian Thornburg (Yam); 14. Tim Hawthorne (Hon); 15. Davey Yezek (Suz); 16. Jay Wagner (Yam); 17. Kenneth Jones (Hon); 18. Jeff Yentzer (Kaw); 19. Tom Clowers (Suz); 20. Andre Pene (Suz).

Time: 5 min., 35.260 sec.

125 LCQ (4 laps, top 4 transfer): 1. Jim Neese (Hon); 2. Jeff Baker (Yam); 3. Davey Yezek (Suz); 4. Mike Katin (Hon); 5. John Dowd (Yam); 6. Tom Clowers Jr. (Suz); 7. Jim Chester (Suz); 8. James Povolny (Kaw); 9. Doug Dehaan (Suz); 10. Chad Sanner (Kaw); 11. Ryan Duff (Hon); 12. Andre Pene (Suz); 13. Ken Jones (Hon); 14. Jay Wagner (Yam); 15. Brett Salander (Kaw); 16. David Kratz (Suz); 17. Tim Hawthorne (Hon); 18. Tim Pustelak (Suz); 19. Brian Thornburg (Yam); 20. Doug Stone (Kaw); 21. Shane Lawson (Hon); 22. Heath Voss (Hon).

125 MAIN (15 laps): 1. Mickael Pichon (Kaw); 2. Tim Ferry (Suz); 3. Brian Deegan (Yam); 4. Scott Sheak (Suz); 5. Tony Lorusso (Hon); 6. Barry Carsten (Suz); 7. Jeff Curry (Suz); 8. Davey Yezek (Suz); 9. Shaun Perolio (Kaw); 10. Nathan Ramsey (Suz); 11. Mike Katin (Hon); 12. Robbie Skaggs (Kaw); 13. Cory Keeney (Yam); 14. Joshua Steel (Suz); 15. James Eickel (Hon); 16. Josh Demuth (Yam); 17. Jeffrey Yentzer (Kaw); 18. Jeremy Buehl (Kaw); 19. Jeff Baker (Yam); 20. Adam Humphrey (Suz); 21. Jim Neese (Hon); 22. Jeff Hedden (Suz).

Time: 13 min., 53.590 sec.

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 7 of 11 rounds): 1. Mickael Pichon (146/4 wins); 2. John Dowd (122/1 win); 3. Tim Ferry (118); 4. Nathan Ramsey (89); 5. Scott Sheak (78); 6. Brian Deegan (77); 7. Davey Yezek (64); 8. Cory Keeney (62); 9. Jeff Curry (57); 10. Barry Carsten (51); 11. (TIE) Tommy Clowers Jr./Robbie Skaggs (44); 13. Jim Neese (43); 14. Tony Lorusso (42); 15. Shaun Perolio (40); 16. Charley Bogard (22); 17. Anthony Pocarobba (21); 18. James Eickel (18); 19. Mike Katin (16); 20. David Kratz (12).

250 HEAT 1 (8 laps, top 4 transfer): 1. Jeff Emig (Kaw); 2. Damon Huffman (Kaw); 3. Jimmy Button (Yam); 4. Kevin Windham (Yam); 5. Brian Swink (Hon); 6. Kyle Lewis (Yam); 7. Mike Jones (Suz); 8. Jeff Hedden



(Suz); 9. Kevin Crine (KTM); 10. Cliff Palmer (Suz); 11. Tim Hawthorne (Hon); 12. Doug Stone (Kaw); 13. Jim Jones (Suz); 14. Mike Katin (Hon); 15. Mike LaRocco (Suz); 16. Barry Carsten (Suz); 17. James Povolny (Kaw); 18. Denny Stephenson (Kaw); 19. Phil Lawrence (Kaw); 20. Heath Voss (Hon).

Time: 6 min., 55.830 sec.

250 HEAT 2 (8 laps, top 4 transfer): 1. Jeremy McGrath (Hon); 2. Damon Bradshaw (Yam); 3. Ryan Hughes (Kaw); 4. Doug Henry (Yam); 5. Ezra Lusk (Suz); 6. Larry Ward (Hon); 7. Greg Albertyn (Suz); 8. Mike Brown (Hon); 9. Todd DeHoop (Suz); 10. Buddy Antunez (Kaw); 11. Dave Castillo (Kaw); 12. Justin Blake (Kaw); 13. Alex McElyea (Yam); 14. Chadwick Shepard (Suz); 15. Gaylon Dickson (Yam); 16. Bron Ezerins (Kaw); 17. Ty Wallace (KTM); 18. William Wilson (Hon); 19. Travis Trieb (Hon); 20. Billy Schlag (Kaw).

Time: 6 min., 51.690 sec.

250 SEMI 1 (6 laps, top 5 transfer): 1. Brian Swink (Hon); 2. Kyle Lewis (Yam); 3. Mike LaRocco (Suz); 4. Denny Stephenson (Kaw); 5. Mike Jones (Suz); 6. Phil Lawrence (Kaw); 7. Kevin Crine (KTM); 8. Cliff Palmer (Suz); 9. Jeff Hedden (Suz); 10. Mike Katin (Hon); 11. Heath Voss (Hon); 12. Doug Stone (Kaw); 13. Tim Hawthorne (Hon); 14. Jim Jones (Suz); 15.

Barry Carsten (Suz); 16. James Povolny (Kaw).
Time: 5 min., 21.320 sec.

250 SEMI 2 (6 laps, top 5 transfer): 1. Larry Ward (Hon); 2. Ezra Lusk (Suz); 3. Greg Albertyn (Suz); 4. Mike Brown (Hon); 5. Buddy Antunez (Kaw); 6. Todd DeHoop (Suz); 7. Dave Castillo (Kaw); 8. Eron Ezerins (Kaw); 9. Justin Blake (Kaw); 10. Ty Wallace (KTM); 11. Alex McElyea (Yam); 12. Chadwick Shepard (Suz); 13. Gaylon Dickson (Yam); 14. William Wilson (Hon); 15. Travis Trieb (Hon); 16. Billy Schlag (Kaw).

Time: 5 min., 13.050 sec.

250 LCQ (6 laps, top 2 transfer): 1. Todd DeHoop (Suz); 2. Phil Lawrence (Kaw); 3. Barry Carsten (Suz); 4. Cliff Palmer (Suz); 5. Mike Katin (Hon); 6. Heath Voss (Hon); 7. Doug Stone (Kaw); 8. Kevin Crine (KTM); 9. Dave Castillo (Kaw); 10. James Povolny (Kaw); 11. Alex McElyea (Yam); 12. Gaylon Dickson (Yam); 13. Eron Ezerins (Kaw); 14. Jim Jones (Suz); 15. Billy Schlag (Kaw); 16. William Wilson (Hon); 17. Chadwick Shepard (Suz); 18. Ty Wallace (KTM); 19. Justin Blake (Kaw); 20. Travis Trieb (Hon); 21. Tim Hawthorne (Hon); 22. Jeff Hedden (Suz).

Time: 5 min., 21.800 sec.

250 MAIN (20 laps): 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Ezra Lusk (Suz); 4. Ryan Hughes

(Kaw); 5. Larry Ward (Hon); 6. Kevin Windham (Yam); 7. Jimmy Button (Yam); 8. Phil Lawrence (Kaw); 9. Brian Swink (Hon); 10. Greg Albertyn (Suz); 11. Damon Huffman (Kaw); 12. Mike LaRocco (Suz); 13. Denny Stephenson (Kaw); 14. Todd DeHoop (Suz); 15. Mike Jones (Suz); 16. Damon Bradshaw (Yam); 17. Kyle Lewis (Yam); 18. Buddy Antunez (Kaw); 19. Mike Brown (Hon).

Time: 17 min., 37.040 sec.

Margin of victory: 3.230 sec.

250 SUPERCROSS SERIES POINT STANDINGS (After 10 of 15 rounds): 1. Jeremy McGrath (250/10 wins); 2. Damon Huffman (170); 3. Jeff Emig (162); 4. Ryan Hughes (150); 5. Mike LaRocco (136); 6. Damon Bradshaw (134); 7. Phil Lawrence (134); 8. Ezra Lusk (124); 9. Brian Swink (111); 10. Steve Lamson (107); 11. Larry Ward (96); 12. Mike Craig (91); 13. Jimmy Button (77); 14. Mike Brown (68); 15. Kyle Lewis (56); 16. Greg Albertyn (53); 17. Buddy Antunez (43); 18. (TIE) Jeff Dement/Denny Stephenson (31); 20. (TIE) Mickael Pichon/Larry Brooks (30).

Upcoming rounds:

Round 11 - Tampa, FL, April 6

Round 12 - Pontiac, MI, April 13

Briefly...

By winning the Indy Supercross, **Jeremy McGrath** tied a record set by Bob Hannah. Going back through the records, Bob Hannah once won 14 straight major AMA races, including supercross and the outdoor Nationals. Hannah accomplished that in 1978. McGrath, of course, has won the last 10 AMA Supercross rounds, this year's Gainesville National, plus the last three Nationals last year, making it 14 straight wins. Hannah's streak was broken by Mike Bell at the Los Angeles Supercross at the Coliseum.

Did you know: **Jeremy McGrath** has led the Supercross Series since 1993, and the last person to hold the supercross points lead other than McGrath was Damon Bradshaw. Plus, McGrath has now won 39 supercross races in 55 attempts.

Team Kawasaki's **Damon Huffman** has been bothered by a sore wrist for the past two weeks, which has affected his performance on the track at both the previous week's Dallas and Indy supercrosses. "I was practicing during the week when I nosed into a jump real hard," said Huffman. "It turned back my wrist real good. I had it looked at but they said nothing was broken or anything." The injury certainly affected Huffman at Indy, because he rarely jumped one of the triples and wasn't a factor among the leaders. "I'm going to have it checked out again, because I definitely think something is wrong with it."

Missing from the Indy lineup was Honda's Troy's **Mike Craig**. Craig returned to action last week in Dallas after breaking his leg last month. Evidently, when Craig woke up the morning after finishing ninth the night before at Dallas, his leg was extremely sore and he could barely walk. According to team manager Erik Kehoe, "He simply overdid it," he said. "Too much, too quick. He could've ridden tonight but decided to give it another week to heal. He should be back next week at Tampa."

Michael Brandes, the newest member to the Chaparral racing team has been missing in action ever since signing on with the team a couple of weeks ago. "Just after joining the team, Mike went over the bars on a triple jump and landed on his feet while practicing at Glen Helen before Dallas," said team manager/racer Larry Brooks. "He crushed his toe. Hopefully he'll be ready for Tampa." Brandes filled the spot that was vacated by Brooks when he broke his arm near his elbow at the Daytona Supercross. "You can see where the bone came out the skin," said Brooks pointing to a small, round scar just above the elbow. "I broke a couple of bones and they pinned it all back together, and luckily I didn't have to wear a cast. I should be back pretty soon." And what will happen to Brandes? "We're planning on keeping him, so we'll now have a four-man team."

Speaking of Team Chaparral, **Greg Schnell** will make his 250cc debut at the Tampa Supercross. Schnell is currently third in the Western Regional 125cc Supercross Series point standings. "Other than a couple of local supercross races, he's never ridden a 250 in a supercross," said Larry Brooks. "He's been practicing and he's picking it up real well."

Team Noleen's **Kyle Lewis** returned to action at Indy. Lewis separated his shoulder and bruised his lung at the Daytona Supercross. "Right now my biggest problem is getting tired," said Lewis. "After about 15 minutes my shoulder starts getting tired." Lewis was running midpack in the 250cc featured when he crashed off the track and would end up finishing 17th.

By finishing third at Indy, **Ezra Lusk** gave Suzuki its second-podium finish of the year. **Mike LaRocco** did it in January at Minneapolis when he, too, finished third. Before that, Suzuki had not been on the podium since 1993, when **Guy Cooper** finished second to Damon Bradshaw in Houston.

Suzuki's **Greg Albertyn** had another crash-filled night at Indy but somehow manages to keep his sense of humor. "I should be able to get my degree in geology, no problem," said Albertyn. "After all, I've

tested every kind of soil across the country. My dad would like that. He's a geologist." In the main event, Albertyn inspected the Indy dirt in the first turn after getting taken out by Kevin Windham. When asked if Albertyn is too polite on the track, he replied, "Possibly. In Europe, if you bump someone, everyone starts complaining. Here it's different, and I have to start getting more aggressive."

Jeff Hedden, the privateer who qualified for both 125 and 250cc main events last week at Dallas, wasn't quite as successful at Indy. He did make the 125cc main, but earlier in the day, while competing in the 250cc preliminary heats, which seats riders into the evening's program, Hedden just made the cut at the expense of one significant rider. He bumped his brother, Joe, out of the night's program.

Team Yamaha Manager **Keith McCarty** will be arriving at next week's Tampa Supercross a little later than usual. On Friday, April 5, McCarty and his wife Vicki will be celebrating their 16th wedding anniversary.

According to Suzuki's race team manager Roger DeCoster, **Craig Decker** should return to action at the May 5 Hangtown National MX in Sacramento, California. Ferry broke his back last year. "He says he's feeling good and can do everything he could before," said DeCoster. "His doctor hasn't given him his release yet, but things are looking good."

Sometimes winning is costly: Because of his recent success in the 125cc Western Regional 125cc Supercross Series, Team Yamaha's **Kevin Windham** had to purchase a new stereo for the team's hauler. "Because I've had a good season in the 125cc class, I guess I got nominated by the guys - Bradshaw, Dowd and Doug Henry - to buy a new sound system for the truck with my bonus money."

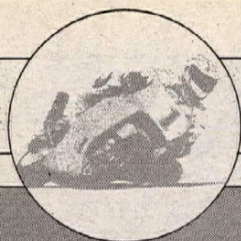
Team 1-800-Collect/Honda/Fox's **Jeremy McGrath** has been getting more attention in the mainstream press as of late, a lot of which has to do with his latest streak. McGrath was recently featured in the motorsports section of USA Today, and was

featured in a half-page article in the Dallas press. According to Honda's **Ben Cheatwood**, McGrath was also interviewed by a local television sportscaster for Saturday night airing (March 30) during a St. Louis Blues hockey game on KMOX. Cheatwood also said that McGrath was invited to be interviewed on the show RPM on ESPN, and is tentatively scheduled to be aired the Thursday before the April 20 Charlotte Supercross.

Team Yamaha's **John Dowd** might've had a good idea what the rest of his night would be like after the first afternoon practice session. A rider fell in front of him a few laps into the first practice session and he slammed into the rider's bike, ripping off one of his bike's radiators. Later on, Dowd crashed hard in his heat race and would finish fifth - one spot out of the transfers - in the 125cc LCQ. After going into the Indy race with a one-point lead over Mickael Pichon, he left in second, 24 points behind.

Todd DeHoop has returned full time to the AMA Supercross Series with a new bike and sponsors. Last year, DeHoop was a member of the Honda of Troy team but has spent most of the year competing in the recently concluded PJ1 Arenacross Series, where he finished third overall. DeHoop, now riding a F&S/Arenacross-sponsored Suzuki, returned to the Supercross Series the previous week in Dallas. At Indianapolis, he finished 14th. "F&S is helping me out with bike and parts, and Mike Kidd of the Arenacross Series is helping me out, too," said DeHoop. DeHoop says making the transition from arenacross to supercross is a little tough. "I'm trying to get my endurance back," said DeHoop. "The races are twice as long in supercross, so I just have to get stronger."

Jeremy Buehl is another rider returning to the supercross scene after competing in the Arenacross Series, where he was edged out for the championship by former 125cc West Coast Supercross Series Champion Jimmy Gaddis. Buehl, wearing Greg Albertyn's former number - 111 - finished 18th in the 125cc class at Indy.



ROAD RACE
Sunoco Race Fuels Formula USA Series

Round 3: Road Atlanta

Rain Man



By Henny Ray Abrams

BRASELTON, GA., MAR. 31

It was cold, it was wet, it was miserable. It was Dutchman Racing's Fritz Kling's day.

On an afternoon most people would like to forget, Kling had a day to remember. Gliding over the wet and slippery Road Atlanta track like a skater, Kling disproved the notion that the Sunoco Race Fuels Formula USA was wide open, making it his personal crusade with a pair of comfortable wins at the Transamerica Atlanta Formula USA Championships.

In the first 12-lap, 30-mile race, Kling was smiling, well out front and on his way to winning when the race was red-flagged. No matter. On the restart he picked up where he left off and easily handled the 32-rider field, winning by over 4.5 seconds.

The second race was even more convincing. Without a red flag to interrupt his charge, the FZR1000 "Yamamonster"-mounted Michigan native reeled off a string of laps better than a second faster than anyone else to win by nearly 15 seconds.

"The team was prepared this weekend and we showed we were ready to race," Kling said, surrounded by Dave Schlosser's Dutchman Racing Yamaha team in the winner's circle.

Because of the red flag on the seventh lap of the first race, the only official statistic is Kling's margin of victory, 4.655 seconds after the second six laps. Kling won the second race by 14.834 seconds after 12 laps and 30 miles of racing. He averaged 96.387 mph in completing the race in 18 minutes, 49.446 seconds.

The double win vaulted him into a tie for second in the point standings. With three rounds, six races, complete, and six more rounds to go, Kling is tied for second with Valvoline Suzuki's David Stanton at 152. The leader is Stanton's teammate, Tray Batey, with 173 points. Batey carded 8-2 finishes today, his second-race improvement attributed to a better rain setup. Stanton was a consistent 5-4.

The most consistent rider on the day, next to Kling, was Team Labelle's Dave Sadowski. The Georgian finished third

twice on a constantly evolving Honda CBR900, a bike he was racing for the first time in its current trim.

"I just didn't have it today," Sadowski said. "We're getting back into this. We're making points."

Second in the first leg went to Adams Racing's Curtis Adams, who briefly led the second leg before dropping back and then dropping out.

RACE ONE

The 32-rider field was greeted by unseasonably cold temperatures in the low to mid-50s and a light, misting drizzle that soaked the 2.5-mile, 12-turn Road Atlanta circuit. Rain tires were the order of the day, though they were in short supply and more than one racer was left scrambling.

Sadowski got the holeshot, but Kling

After about a 25-minute delay, the pack was regripped by their running positions at the end of the sixth lap - Kling on the pole, then Sadowski, Graves, and Stanton.

Again it was Kling and Sadowski, but this time Adams hung tight, moving into second on the second lap, and on the third lap passing Kling going into one. Kling wasn't letting him out of his sight and was back out front on the fifth lap, then blistered away. His lap times were about three seconds faster in the second part of the race than the first, and once in the lead he was unsurpassed.

"I figured if I did it the first time, no reason not to do it a second time," Kling reasoned, thinking he'd have his way again. "All of a sudden, Curtis came by. I followed him and went by. Right now it's hard to see on the back straight-away."

Kling was the only rider able to deal with Adams, the Californian slotting himself into a secure second and pulling away at the end.



(Top) Chuck Graves (34), Tray Batey (3), Fritz Kling (2) and the rest of the Formula USA pack blast into turn one during a rainy day at Road Atlanta. (Above) Kling was in a class by himself in the wet, winning both legs. (Left) David Sadowski leads Kling through the esses.

was quickly by and pulling away by the second lap. Just as easily, Sadowski was leaving the field as the other struggled to catch up.

Four laps passed and Kling had better than five seconds with Sadowski second, then a three-way battle for third between Graves Motorsports' Chuck Graves, Valvoline Suzuki's Stanton, and

The People's Network's Doug Polen. Polen was running a stock motor in his 1996 Suzuki GSXR750-T after his race motor blew up in practice.

All was going swimmingly until the end of the seventh lap when Jagermeister's Michael Fitzpatrick crashed at the top of the esses in turn five, his Yamaha FZR750 catching fire.

"I was confident that Fritz didn't know I was there. I kept it to the inside (to make the pass) and was able to stick it inside him," Adams said that tire wear prevented him from making a run at Kling for the win and that the track was treacherous. "The whole time you're right on the edge in the rain. Every second of every lap."



(Left) David Stanton (5) battles with David Sadowski (25) in the second leg. (Below) Sadowski (left) Kling (center) and Batey (right) celebrate their performances in the winner's circle.

Third place became a fight between Graves and Sadowski, with Sadowski in front early, then Graves until the fifth of six laps on the restart. That's when Sadowski took away the inside line going down the hill before the esses. It was enough to get by, but Graves Suzuki GSXR1100 clearly had the motor on Sadowski's Honda. On the run to the flag, Sadowski was able to barely stay in front.

"I couldn't tell if I was in third or not," Sadowski said. "I couldn't see. I should have tried a little harder. I played it safe in the first one. I hung it out some in the second one."

Valvoline Suzuki's Dave Stanton was part of a four-rider fight for fourth, with Polen, Batey, and Scott Zampach also taking part.

Polen was in front of the group halfway through the restart, then began to lose ground. Stanton was by on lap five, then Zampach on the final lap: Zampach was aboard a borrowed Zlock Racing Kawasaki ZX-7 after his Saxon Triumph broke in practice (see Briefly...). Polen ended up seventh, one better than Tray Batey, at the tail of the pack.

Graves Motorsports' Glenn Szarek was by himself in ninth and Cycles 128's Brett Metzger filled out the top 10.

RACE TWO

The weather in the second race was no better, but Kling was. Though it took him more than a lap to get out front, once he was there it was no contest. Without an interruption, and while the others dived with each other, he was able to dictate the pace for the entire 12-lap distance and it wasn't ever close. He built up better than a 14-second lead by the halfway mark and was on cruise control for the duration. Had he wanted, he could have amassed a considerably bigger lead. The only slight glitch was on the first lap when Graves crashed in front of him.

"He lost it right there, big, in four going down the hill," Kling said. A lap later, "his bike's sitting up on the tire wall looking at me." His only other problem was that the wet and cold caused his hand to go numb at the end and start twitching.

On the second lap, Batey moved into second and, like Kling, would only see other riders when he lapped them. The Tennessee native crossed the line with better than seven seconds over Sadowski.

"I try to get up here every time I can," Batey said in the winner's circle. "There wasn't any closing up on Fritz. He checked out. He was doing his own thing, he really rode terrific today. Myself, I'm really pleased with second. We had some problems in the first leg. This is the first time we've ridden this bike really hard in the rain and we don't really have a good rain setup, so we're working on that. And it worked a lot better the second race after we made some adjustments."



For the second leg in a row Sadowski had to deal with a big-bore Suzuki, this one belonging to Stanton. It was about the fifth lap that the pair moved to the front of a four-rider pack contesting third, Stanton in front of Sadowski and staying there until the eighth lap. When Sadowski made his move it was definitive and he was able to inch away to secure third by better than two seconds at the end, despite having no hope of catching Batey.

"If you can keep your concentration and put your bike on-line every time, it's not so bad because the bikes are cutting a groove through the water and the pavement's pretty nice in that area," Sadowski said. "But if you get off-line it gets slippery and your bike gets red clay on it."

Stanton had better than five seconds on Zampach, who made the best of his borrowed bike to card a very secure fifth to go along with his sixth in the first leg.

Then came Polen well in front of the Kawasakis of Steve Grigg and Zlock Racing's Joe Pittman, with Fast Boyz Toyz Jonathon Bolton ninth and Honda CBR900-mounted Chris Bliss filling out the top 10.

Road Atlanta
Braselton, Georgia
Results: March 31, 1996 (Round 3 of 9)

FORMULA USA QUALIFYING: 1. Tray Batey (1:23.300/110.636 mph); 2. Fritz Kling (1:23.318); 3. Dave Sadowski (1:23.485); 4. Chris Taylor (1:23.851); 5. Dave Stanton (1:24.407); 6. Chuck Graves (1:24.651); 7. Doug Polen (1:25.093); 8. Curtis Adams (1:25.463); 9. Glenn Szarek (1:25.972); 10. Steve Grigg (1:26.246); 11. Dave Estok (1:26.363); 12. Mike Fitzpatrick (1:26.367); 13. Scott Zampach (1:26.413); 14. Andy Deatherage (1:27.141); 15. Jonathon Bolton (1:27.436); 16. Jeffrey Stern (1:27.549); 17. Tripp Nobles (1:27.700); 18. Joe Pittman (1:28.006); 19. Brian Gibbs (1:28.303); 20. Jim Albritton (1:28.638); 21. William Luke (1:28.680); 22. Eric Moucatel (1:28.858); 23. Bill Himmelsbach (1:29.019); 24. Jeff Belue (1:29.118); 25. Andrew Trevitt (1:29.943); 26. Jason Fraser (1:29.958); 27. Brett Metzger (1:30.129); 28. Michael Sidwell (1:30.272); 29. Rick Shaw (1:30.414); 30. Shane Prieto (1:30.498); 31. Charles Choinand (1:30.608); 32. Eric Kropp (1:30.645); 33. Chris Bliss (1:30.999); 34. Steve Reker (1:31.137); 35. Jim Bonner (1:31.146); 36. William Lindsay (1:31.199); 37. John Blessed (1:31.325); 38. Marc Chiodo (1:32.869); 39. Rick Beggs (1:33.819); 40. James Hanrahan (1:34.016); 41. Devin Battley (1:35.281); 42. Shawn Conrad (1:35.582); 43. Benjamin Welch (1:35.849); 44. Andrew Wright (1:45.056).

FORMULA USA RACE ONE: 1. Fritz Kling (Yam); 2. Curtis Adams (Suz); 3. Dave Sadowski (Hon); 4. Chuck Graves (Suz); 5. Dave Stanton (Suz); 6. Scott Zampach (Kaw); 7. Doug Polen (Suz); 8. Tray Batey (Suz); 9. Glenn Szarek (Suz); 10. Brett Metzger (Suz);

11. Chris Bliss (Hon); 12. Jeff Stern (Kaw); 13. Dave Estok (Yam); 14. Shane Prieto (Kaw); 15. Jonathon Bolton (Suz); 16. Joe Pittman (Kaw); 17. William Lindsay (Suz); 18. Chris Taylor (Hon); 19. Jason Fraser (Hon); 20. Tripp Nobles (H-D); 21. Andy Deatherage (Kaw); 22. Brian Gibbs (Yam); 23. Rick Shaw (Yam); 24. Andrew Trevitt (Hon); 25. Devin Battley (Yam); 26. Jeff Belue (Suz); 27. Michael Fitzpatrick (Yam); 28. Jim Albritton (Suz); 29. Steve Grigg (Kaw); 30. Michael Sidwell (Kaw); 31. John Blessed (Suz); 32. Eric Moucatel (Duc).

Time: N/A due to red flag
Distance: 12 laps, 30 miles.
Average speed: N/A due to red flag
Margin of victory: 4.655 secs.

FORMULA USA RACE TWO: 1. Fritz Kling (Yam); 2. Tray Batey (Suz); 3. Dave Sadowski (Hon); 4. Dave Stanton (Suz); 5. Scott Zampach (Kaw); 6. Doug Polen (Suz); 7. Steve Grigg (Kaw); 8. Joe Pittman (Kaw); 9. Jonathon Bolton (Suz); 10. Chris Bliss (Hon); 11. Jeffrey Stern (Kaw); 12. Tripp Nobles (H-D); 13. William Lindsay (Suz); 14. Chris Taylor (Hon); 15. Dave Estok (Yam); 16. Jason Fraser (Hon); 17. Shane Prieto (Kaw); 18. Andy Deatherage (Kaw); 19. Michael Fitzpatrick (Yam); 20. Devin Battley (Yam); 21. Rick Shaw (Yam); 22. Andrew Trevitt (Hon); 23. Curtis Adams (Suz); 24. Chuck Graves (Suz); 25. Brett Metzger (Suz).

Time: 18:49.446 mins.
Distance: 12 laps, 30 miles.
Average speed: 96.387 mph.
Margin of victory: 14.834 seconds.

SUNOCO RACE FUELS FORMULA USA CHAMPIONSHIP SERIES POINT STANDINGS
(After 6 of 18 races): 1. Tray Batey (173); 2. (TIE) Fritz Kling/Dave Stanton (152); 4. Chuck Graves (149); 5. Scott Zampach (116); 6. Dave Sadowski (111); 7. Jeff Stern (109); 8. Michael Barnes (102); 9. Curtis Adams (101); 10. Rich Oliver (86/2 wins); 11. Doug Polen (85); 12. Jason Fraser (80); 13. Glenn Szarek (72); 14. Doug Chandler (70/2); 15. Mark Miller (60); 16. Brett Metzger (57); 17. (TIE) Chris Taylor/Joe Pittman/Roland Sands/Andy Deatherage (54).

Upcoming rounds:
Round 4 - Brainerd, Minnesota, May 19
Round 5 - Elkhart Lake, Wisconsin, August 4

Briefly...

Team LaBelle's **Chris Taylor** qualified third for the Sunoco Race Fuels Formula USA race with the help of extensive changes made to his 1996 Honda CBR900 since the last round at Daytona. "It's grown leaps and bounds since Daytona," the reigning F-USA champion said. "We got rid of the chassis flex and did some geometry stuff. We did a lot of gusseting and it's a lot stiffer. We changed the geometry a lot. It was like riding a new bike when I got here. There's a lot more traction, less flex, and better feedback. (Team owner) Bruce Labelle made some suspension linkages, too." Taylor said that most of the team had come straight to Dave Sadowski's house outside of Atlanta from Daytona to work on the machinery and test, but the test had to be canceled due to inclement weather. Even with the changes, Taylor isn't up to the speed he reached in last year's season finale here. "I did a 23.4 (lap time of 1:23.4) last year and did a 23.8 today. The track temperature today was about 58 degrees and the course is a lot bumpier. It makes a gigantic difference." Taylor also said that the 42-rider field made it hard to get a clean lap.

Taylor finished **18-14** in the two legs, offering no excuses about only his third wet race. "I'm learning to cope with the rain and not falling down like the first two times. I started out doing 49s in the first leg and did 37s at the end of the second one. It was real hard to see. It was blinding going down the back straight. It was frustrating because the bike goes good in the rain," Taylor said.

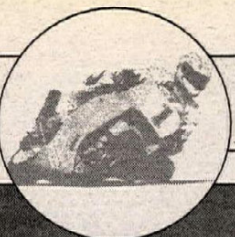
The People's Network's **Doug Polen** was forced to switch to a stock motor for qualifying when his race motor expired during practice. "It looks like it pulled a keeper through the valve-spring retainer," Polen said, adding that it damaged the head, cylinder, piston, and, possibly, the connecting rod. The Texan said that the engine had been built for Road Atlanta and had between 15 and 20 laps on it when it let go between turns six and seven. "It went pretty quick," he said. With the next F-USA race scheduled for Brainerd International Raceway on May 19, Polen said there was time to rebuild it and "make it better yet again."

Formula USA President **Doug Gonda** said that Doug Chandler's Daytona-winning Muzzy Kawasaki ZX-7R, that he claimed after the March 3 NASB/F-USA race, will likely end up on display in the Daytona USA exhibit at Daytona International Speedway. Gonda said that he'd received several offers for the Muzzy Kawasaki.

The Road Atlanta Formula USA races were sponsored by **Transamerica Finance**, the financial services giant best-known for its landmark headquarters tower in San Francisco. NASB's Pat Murphy said that Transamerica Finance has a contract to do all of the dealer financing for Triumph America. "We approached them prior to (the opening round at) Willow Springs about dealer hospitality for all the races. We had them at Willow and Daytona. Part of the agreements is that they work on dealer hospitality for the rest of the season. Though they were the title sponsor for Road Atlanta, Murphy didn't see them sponsoring any more races this year, though he expected they would remain involved in the future. "From the first phone call they told us that this was the beginning of a multiyear program. Once they get involved, get to know the sport, and the people, the programs will grow."

After his Taylor-made Saxon Triumph dropped a valve during practice, **Scott Zampach** was forced to find an alternative ride for the F-USA races. "We made it all through Daytona on the Triumph. It had 320 miles on it. With the big rain delay we had a week at home. We sent the shock to White Brothers to be revalved and we built a new exhaust system that didn't drag. We were keeping our fingers crossed that it would make it," Zampach said that there was a new motor in England which would be delivered for the next F-USA race at Brainerd on May 19. Zampach borrowed a 1992 ZX-7 from Zlock Racing and qualified 13th after only six laps on the bike which he found was under-gear. "It's their backup bike, their parts bike. We put tires on it and did six laps. It needs a couple teeth off the gearing in the rear." Moving up in the F-USA point standings was Zampach's concern at Road Atlanta and, with Rich Oliver, Doug Chandler, and Michael Barnes not in attendance, he looked set to make a leap towards the top. "I just need to get fifth to eighth in both legs." True to his word, Zampach notched up sixth- and fifth-place finishes and finished the day fifth in the point standings.

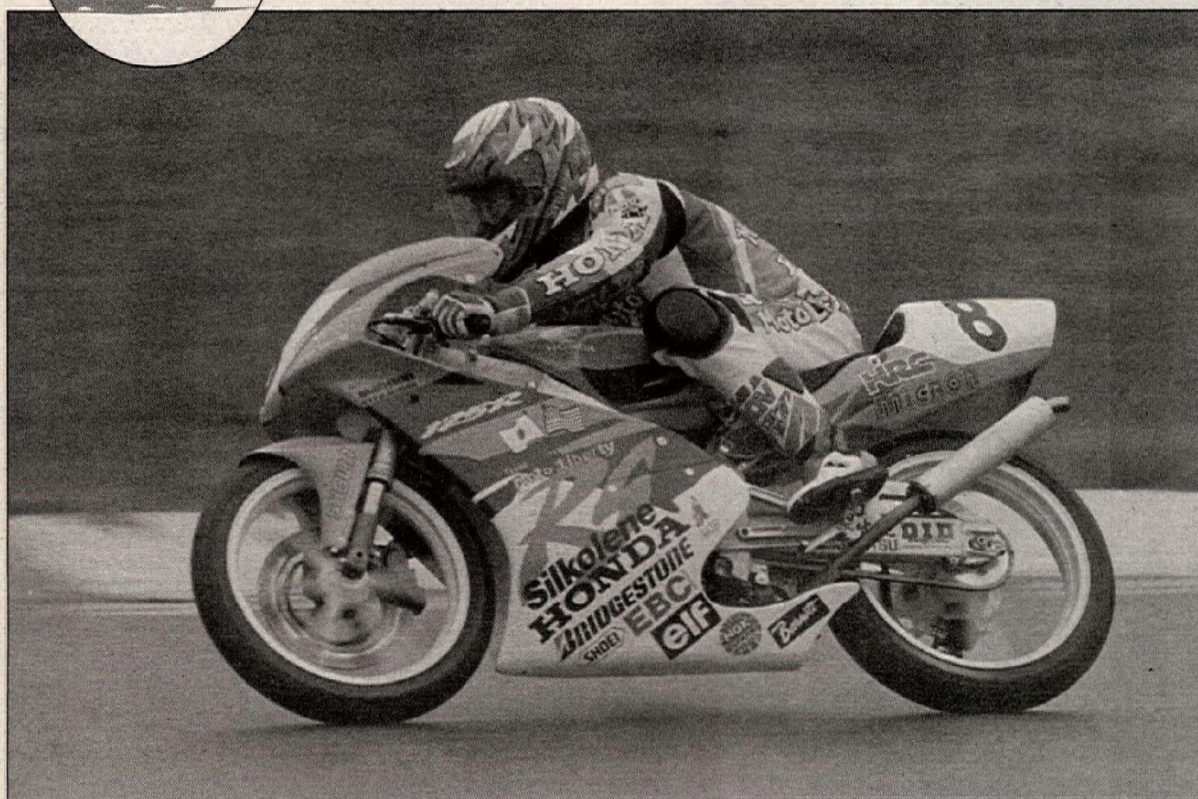
"We're kind of rebuilding the whole team," Team LaBelle's **Dave Sadowski** said when asked why he wasn't on pace at Road Atlanta. The Georgia resident said that the team was now using the GMD Computrack chassis system and it was "like starting over. Now that the chassis is competitive we can build a bigger motor." Sadowski and teammate Chris Taylor were racing their 1996 Honda CBR900s for the first time. The team had spent the last three weeks at Sadowski's house working on the bikes. "Craig Westwood and Chris May just really dug in," Sadowski said.



ROAD RACE

North American Sport Bike Series

Road Atlanta



(Left) Masahiro Iizuka was simply untouchable in the wet as he easily won the International GP race at Road Atlanta.

(Below) Tripp Nobles leads David Estok in their Buell battle; Estok won.

The difference at the stripe was 0.102 second, with Bartel's Harley-Davidson's Dave Estok edging Tilley's H-D's Tripp Nobles by about a bike length at the end of the eight-lap, 20-mile race. They were the class of the field and had the measure of each other the entire distance, the race only really decided in the final corner where they came up on lapped traffic within sight of the finish line. What had helped put Estok in that position was his Metzeler rain tires and a move down the

International GP Series by Idemitsu and HRC
Round 3: Road Atlanta

MasaHERO!

By Henny Ray Abrams
Photo by George Roberts

BRASELTON, GA, MAR. 31

Moto Liberty's Masahiro Iizuka pulled the same disappearing act he had at Daytona, but this time he didn't crash. Instead, he finished the job and made a complete mockery of the field. To describe it as competition would be inaccurate. On a cold, wet, and miserable day, the Japanese rider sped around the 2.5-mile Road Atlanta circuit better than seven seconds a lap faster than anyone else to win the International GP by Idemitsu and HRC 125cc race by a few tenths less than a minute after only eight laps.

"I hate rain," the Honda-backed rider said with a big smile in the winner's circle, but you never would have known it. "Bridgestone rain tire is very good," he added, and, on that count, there was no debate.

As soon as he was unleashed, Iizuka served notice that this was his race and his alone. Jetting away from the sparse, all-Honda, 13-rider field, his lead built quickly and predictably. At the end of the second lap it was close to 18 seconds, then 25, and each lap would see about another seven or eight seconds heaped on the count. The final margin, 59.694 seconds, at the end of the eight-lap, 20-mile race, would surely have been more if Iizuka hadn't slowed and sat up at the end of the race, waving to the crowd on the front straight.

He averaged 85.608 mph in winning the race in 14 minutes, 7.774 seconds. More telling was his average lap time compared to second place. Iizuka averaged 1:45.972 per lap with second-placed Steve Rezmer averaging 1:53.434 per lap on his Honda, a difference of about 7.5 seconds a lap.

His win, along with a sixth at Daytona - after remounting - and a second at the season-opener at Willow Springs, solidifies Iizuka's spot at the top of the championship tally. After three of nine races, he leads Vicky Jackson-Bell, 92-76. Jackson-Bell was in a spirited fight for third when she crashed into the mud near the

end of the seventh lap, slightly injuring the ring finger on her left hand. After restarting, she rode to a ninth-place finish.

Rezmer Racing's Steve Rezmer took over second on the second lap and was unchallenged, though he didn't pull as quickly away as Iizuka had. By the halfway point he had a little better than two seconds on the fight for third, but the field would come back to him. When the checkers fell the gap had narrowed to less than a second and a half, David Jordan closing fast.

"This is my second national race and I'm second. I couldn't be happier," Rezmer enthused at the end of the day. He said that toward the end of the race two things were happening: The track was getting more slippery and his lead was shrinking. But there was enough there to hold off Jordan.

The fight for third was the first real sign of competition on the track. Rezmer, Jackson-Bell, Mark Brown, Just for Run Racing's Frank Shockley, and Jordan hooked up on about the second lap. Rezmer inched away leaving the fight to the others, with Jordan having to come from the back of the pack.

At the halfway point he was up to sixth, then fourth a lap later where he dogged Jackson-Bell for the better part of two laps before her get-off. When she went out, he was about .17 seconds in front of fourth-placed Shockley, with Brown taking himself out of the equation on the seventh lap.

"I wasn't expecting to catch up with her," Jordan said of his pursuit of Jackson-Bell. "I caught up to her in the last three laps."

Lance Yeager hold off all comers for fifth, Sometin' Extra Cycles Clayton Kwitowski making a late run, with Frank Pate seventh.

Road Atlanta
Braselton, Georgia
Results: March 31, 1996 (Round 3 of 10)

INTERNATIONAL GP BY IDEMITSU AND HRC:
1. Masahiro Iizuka (Hon); 2. Stephen Rezmer (Hon); 3. David Jordan (Hon); 4. Frank Shockley (Hon); 5. Lance Yeager (Hon); 6. Clayton Kwitowski (Hon); 7. Frank Pate (Hon); 8. Todd Nordby (Hon); 9. Vicky Jackson-Bell (Hon); 10. Larry Locklear (Hon); 11. Jeffrey Young (Hon); 12. Mark Brown (Hon); 13. Chris Pyles (Hon).
Time: 14 min., 7.774 sec.
Distance: 8 laps, 20 miles.
Average speed: 85.608 mph.

INTERNATIONAL GP BY IDEMITSU AND HRC C'SHIP POINT STANDINGS (After three of nine races): 1. Masahiro Iizuka (92/1 win); 2. Vicky Jackson-Bell (76); 3. Frank Pate (67); 4. (TIE) David Jordan/Chris Ulrich (49); 6. (TIE) Stephen Rezmer/Roland Sands (48); 8. Clayton Kwitowski (47); 9. Lance Yeager (44); 10. Nobu



Iso (41); 11. Todd Nordby (40); 12. Mark Brown (39); 13. (TIE) Kevin Murray/Marcello Del Giudice (35/1); 15. Jeffrey Young (34); 16. (TIE) Bobby Keith/Wesley Totsubo (30); 18. (TIE) Todd Bowman/Frank Shockley (28); 20. Joji Tokumoto (26).

Upcoming Rounds:
Round 4 - Brainerd, Minnesota, May 19
Round 5 - Elkhart Lake, Wisconsin, August 4

Buell Lightning Series
Round 2: Road Atlanta

Estok again

By Henny Ray Abrams
Photo by George Roberts

BRASELTON, GA, MAR. 31

In theory, having everyone on the same machine, with tightly controlled rules, should promote close racing. In reality, that's often not the case. Today, at Road Atlanta, it was.

The same sort of close racing that has been the hallmark of the Harley-Davidson 883 TwinSports class for years moved up about 300cc to the nascent Buell Lightning Series to provide the most compelling racing of the day. The downside is that so did the rule-bending that has forever plagued the 883s and has begun to creep into the Mobil 1 Triumph Speed Challenge series.

backstretch on the final lap. Estok got the better line in the final corner and a companion win to the one he earned at the season-opener in Daytona.

"That's why I think I won it," Estok said after thanking Metzeler tires. "Tripp was getting all over me going down the Gravity Cavity and he was hitting the water streams. I could go down through there real good and that's why I won the race. I'm looking forward to all of them. These Buells are a blast to ride."

"I think after the next National we're going to have something for them in the rain," Nobles said of an expected new Dunlop DOT rain tire. "When we come up on those lappers I thought I might get a shot on him. But coming down the back straight he had a good draft on me and he was able to pull it off."

It took Estok 13 minutes, 57.822 seconds to complete the race at an average speed of 86.625 mph.

His second consecutive win gives the Daytona Beach resident a perfect 70 points and a commanding 19-point lead after the second of five rounds of the Buell Lightning Series. American H-D's Roy Nicholson, 10th today, is second with 51, with New Castle Harley-Davidson's Brian Bodine in third at 48 after taking a seventh today.

Third place, and the first disciplined cheater award, went to Lancaster H-D's

Randy Texter. The Pennsylvanian was penalized five points and \$300 for an illegal rear brake in the Buell race. Had he not been docked, he would have been second in the points.

"It was slippery out there. I don't know if I was getting oil on my right hand side of the tire, but every time I leaned into a right hander it wanted to kick out on me," Texter said. "The left-handers were okay."

Texter spent much of the race dueling with Low Country Buell's David McGrath, though McGrath was able to pull what appeared to be a comfortable gap in the final laps. Then Texter came back at him and made his move exiting turn seven. At the line it was Texter by about a wheel length. McGrath held fourth with Al Salaverria fifth in front of Earl Small's H-D Bill Willems and New Castle H-D's Brian Bodine.

This was the last race of the day, a field of 18 taking to the 2.5-mile track late on a wet and cold afternoon in a light, misting drizzle. The stream of riders that crossed the line at the end of the first of eight laps was soon reduced to three, then two, with Nobles leading Estok. Farther back Texter and McGrath were already getting into it with Todd Evans in between, though soon to drop out.

When the crossed flags were displayed it was Nobles still at the front, with Estok chasing and getting by on the fifth lap. That's where he would stay until the final lap when Nobles made a final push.

After drafting Estok down the front straight, Nobles put his Buell inside Estok in turn one to take the lead. Knowing that he had time, Estok waited until the run down the back straightaway to make his move. When they crested the hill under the bridge Estok was barely in the lead, but just in front were a couple of rolling roadblocks.

They came up to them almost in the apex of turn 12, the final corner, with Estok splitting the pair of much slower riders, Nobles taking tight to the apex to draw through, and Estok getting the nod at the line.

Then came the race for third. Texter had the spot for much of the first half of the race, then McGrath sped by coming down the hill from turn 11 ending the fifth lap. It appeared for the next two laps that McGrath was going to have it his way. But Texter would come back at him on the final lap and make the pass that would put him on the podium.

"I just pushed up through the pack real tight and got on him and I was getting a better drive out of the last turn before the long straightaway and I got him there," Texter said. "I thought if I could get to the bridge I could probably hold him off."

There were four riders going after fifth and, for the most part, it was Salaverria at the front of the group. He moved into the spot on the third lap and never gave it up. His cushion grew slightly with each lap and he took it to the end. Willems, Bodine, and Brian's H-D's Ron McGill had all moved into their final finishing positions by the halfway mark.

Road Atlanta
Braselton, Georgia
Results: March 31, 1996 (Round 2 of 5)

BUELL LIGHTNING SERIES: 1. Dave Estok; 2. Tripp Nobles; 3. Randy Texter; 4. Dave McGrath; 5. Al Salaverria; 6. Bill Willems; 7. Brian Bodine; 8. Ron McGill; 9. Todd Eagan; 10. Roy Nicholson; 11. Darvin Loyd; 12. David Kieffer; 13. Michael Friberg; 14. Roger Hendricks; 15. Jess Roeder; 16. Devin Battley; 17. Todd Evans; 18. Derek Leslie.

Time: 13 min., 57.822 sec.
Distance: 8 laps, 20 miles.
Average speed: 86.625 mph.
Margin of victory: 0.102 sec.

BUELL LIGHTNING SERIES CHAMPIONSHIP POINT STANDINGS (After two of five races): 1. Dave



Estok (70/2 wins); 2. Roy Nicholson (51); 3. Brian Bodine (48); 4. Tripp Nobles (47); 5. Michael Friberg (46); 5. Derek Leslie (45); 7. (TIE) Todd Eagan/Dave McGrath (44); 9. Bill Willems (43); 10. Randy Texter (42); 11. Todd Evans/Roger Hendricks (40); 13. Jess Roeder (37); 14. Devin Battley (35); 15. Darvin Loyd (34); 16. Al Salaverria (26); 17. Scott Moon (25); 18. Ron McGill (23); 19. (TIE) David Kieffer/Thomas Drago (19).

Upcoming Rounds:
Round 3 - Brainerd, Minnesota, May 19
Round 4 - Elkhart Lake, Wisconsin, August 4

NASB Harley-Davidson Twin Sports Series
Round 2: Road Atlanta

Wait puts his foot down

By Henny Ray Abrams
Photo by George Roberts

BRASELTON, GA, MAR. 31

Mitchell's Modesto H-D's Matt Wait went back in time to showcase the future of road racing. Riding his Harley-Davidson 883 like a dirt tracker - upright handlebars, feet down in the corners - on a wet and slippery track, the dirt-tracker and upcoming road racer left the 23-rider field behind at about a second a lap to claim his second victory in a row.

"For not being the dirt, that was about as close as you can get," Wait said after sliding to victory in the Harley-Davidson Twinsports race at Road Atlanta.

Equally decisive was second place, with Hal's H-D's Brian Gibbs getting away from Brian's H-D's Ron McGill and finishing about seven seconds in front. Early on, McGill had dispatched with another foot-down dirt tracker, Bartel's H-D's Eric Bostrom, who ended up fourth, one spot in front of brother Ben.

Wait completed the eight-lap, 20-mile race in 14 minutes, 38.794 seconds at an average speed of 82.586 mph. His margin of victory was 7.508 seconds.

With a pair of wins in two tries, Wait holds a 13-point lead, 70-57, over Gibbs after two of seven races.

After qualifying on the pole, Wait didn't wait for anyone. He got the jump on the field, the lead into turn one, and the winner's trophy, in that order. As easy as it looked, that's not how Wait saw it.

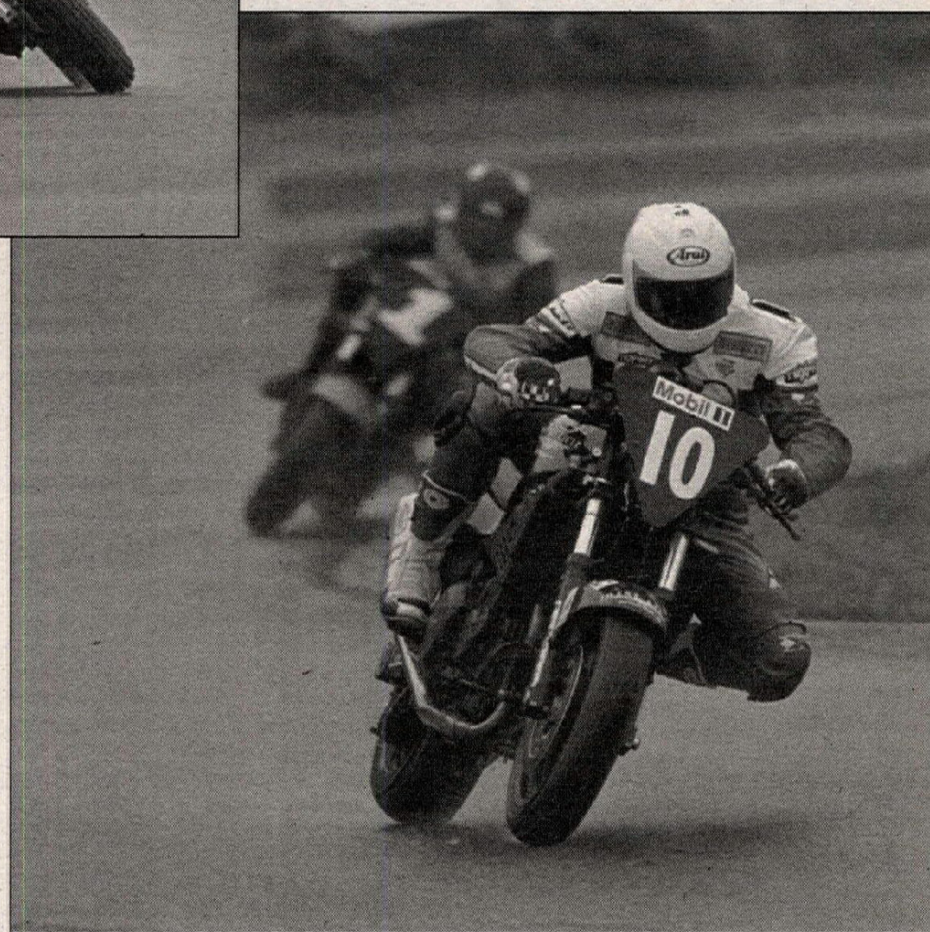
"At first I thought Brian (Gibbs) was going to hang with me and it kind of surprised me," Wait said. "I tend to break away and had my own race out there and had a good time. Traffic was a little slick out there and we dealt with it."

As dominant as Wait was, Gibbs nearly matched him in second. At the

(Left) Matt Wait put his foot down and slid to victory in the Harley-Davidson Twin Sports race. (Below) James Hanrahan (10) won the Triumph Speed Triple Challenge after racing with Tripp Nobles (1).

Road Atlanta
Braselton, Georgia
Results: March 31, 1996 (Round 2 of 7)

HARLEY-DAVIDSON TWINSPORTS: 1. Matt Wait; 2. Brian Gibbs; 3. Ron McGill; 4. Eric Bostrom; 5. Ben Bostrom; 6. Chuck Blackmon; 7. Hikaru Miyagi; 8. Al Salaverria; 9. Tripp Nobles; 10. Daigaro Suzuki; 11. Scott Zampach; 12. Randy Texter; 13. Todd Evans; 14. Alan Eadie; 15. Brian Bodine; 16. Brian Conley; 17. Roger Hendricks; 18. Darvin Loyd; 19. Michael Friberg; 20. Devin Battley; 21. Darren Conrad; 22. James Whitaker; 23. Dave Estok.
Time: 14 min., 38.794 sec.
Distance: Eight laps, 20 miles.
Average speed: 82.586 mph.
Margin of victory: 7.508 seconds.
HARLEY-DAVIDSON TWINSPORTS C'SHIP POINT STANDINGS (After two of seven races): 1. Matt Wait



halfway mark Wait had about 4.2 seconds on Gibbs, with Gibbs holding 4.6 on McGill. It was a parade and that was that.

"It looks like I need to put my heart into dirt and learn how to ride one," Gibbs said. "Matt was doing a good job out there of keeping it going."

Once he moved into third on the second lap, McGill wasn't relenting and he was able to easily gap the Bostrom brothers.

"Sometimes it takes an old guy to follow these young kids around," the veteran racer said. "It was really fun to ride with these guys in the rain. I've always been a little down on horsepower and rain seems to be the great equalizer in the corners. Eric Bostrom put up a really good fight in the beginning. He was pitching it sideways and backing it into all of the corners and I had to wait him out a little bit and by then these guys had gotten too far away. I figured it was best to play it safe and get a podium finish, and here we are."

Of the two Bostrom brothers, it was Ben whose ride was the more heroic. Eric was in fourth from the second lap on and that's where he would finish. Ben Bostrom was 12th on the first lap and only up to 10th by the halfway mark. With a lap to go he was up to eighth, then passed three riders on the last lap to take a narrow fifth over Hotshot Motor Works' Chuck Blackmon, though about 20 seconds behind his brother.

Hikaru Miyagi, Al Salaverria, Tilley's H-D's Tripp Nobles, and Daigaro Suzuki rounded out the top 10 after running as a pack for much of the race.

(70/2 wins); 2. Brian Biggs (57); 3. Ben Bostrom (56); 4. Scott Zampach (52); 5. Ron McGill (50); 6. (TIE) Randy Texter/Hikaru Miyagi/Tripp Nobles (45); 9. Todd Evans (36); 10. Dave Estok (32); 11. (TIE) Michael Friberg/Daigaro Suzuki (29); 13. (TIE) Brian Bodine/Eric Bostrom/Robbie Hermans (28); 16. Brian Conley (26); 17. (TIE) Chuck Blackmon/James Whitaker (25); 19. Al Salaverria (23); 20. Matt Guidera (22).

Upcoming Rounds:
Round 3 - Brainerd, Minnesota, May 19
Round 4 - Elkhart Lake, Wisconsin, August 4

Mobil 1 Triumph Speed Triple Challenge Series
Round 3: Road Atlanta

Hanrahan's first

By Henny Ray Abrams
Photo by George Roberts

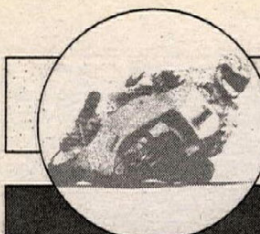
BRASELTON, GA, MAR. 31

The difference in the wet Mobil 1 Triumph Speed Challenge race came down mostly to tires. First and third were using the superior Pirelli rain tires, second place was on Dunlops.

James Hanrahan, a Wisconsinite backed by Point Cycle, Moto Cycle, and Pirelli, beat Road Atlanta veteran Tripp Nobles to win his first Triumph Challenge, then immediately credited the Pirelli MT-60 tires for his success.

"I give Tripp (Nobles) a lot of credit for riding that hard on Dunlops, but the Pirellis definitely made a difference today," Hanrahan said.

The difference for Nobles: "I just didn't have no knobby tires," the Butch



Donahue, Delande Sport Center, Dunlop-backed rider from Macon said of the block-patterned Pirellis.

Third went to Red Line Racing, TBR Racing, Battley Cycles Michael Fitzpatrick, also Pirelli-shod.

Hanrahan completed the 12-lap, 30-mile race in 21 minutes, 1.365 seconds at an average speed of 86.307 seconds. Though Nobles hung close, Hanrahan was able to use traffic to stretch his advantage to 2.783 seconds at the finish.

Enfield Motorsports' John Scheehser was a lone third, with Barnett Travel/South Bay Triumph's Benjamin Welch getting the measure of David McGrath for fifth. Then came the penalties.

Third-place finisher Michael Fitzpatrick was docked five championship points and fined \$300 for illegal streamlining. According to an NASB press release, "Fitzpatrick had modified the position of his front number plate." NASB's Pat Murphy explained that the number plate has to be on the same plane as the front forks. "He'd pulled the top back to make it more aerodynamic," Murphy said. Scheehser and Welch, fourth and fifth, respectively, each had three championship points taken away and were fined \$100 for illegal frame modifications. "Both riders had removed tabs on the rear swing arm," the release said.

The penalties did not affect the top three in the point standings after the third of eight races. On the strength of his wins in the first two races, HMC Hansen Racing's Scott Zampach, eighth today, continues to lead the championship with 93 points. Hanrahan is second with 87, six more than Fitzpatrick.

Hanrahan was the best out of the blocks and made the race come to him. Nobles and Scheehser tried to bring it, with Nobles having better luck with Fitzpatrick joining the fray on the fourth of 12 laps. Right about then Hanrahan began to check out leaving Nobles to hold off Fitzpatrick, which he did, clear and steady gaps growing among the top three. Scheehser had dropped to fourth, several seconds back, but so far in front of fifth that he could cruise to the finish.

Carrying the number-one plate, Nobles closed up on Hanrahan on the seventh lap, the pair leaving Fitzpatrick behind with Fitzpatrick nearly coming off in the final turn at the end of the eighth lap. He put his left foot down to make a miraculous save and appeared to lose touch with the leaders, but it wasn't so. Though he was better than 2.5 seconds back, he moved up so that starting the final lap the top three were covered by about 1.6 seconds, with Hanrahan in

front of Nobles and Fitzpatrick. Then the trio came up on traffic and Hanrahan, who'd been waiting for the onslaught, saw the light.

"I did look back, believe me," he said. "I seen them backmarkers coming up and I said, 'Thank God.' I tried to get him off my tail and it worked. Backmarkers played a pretty good role today. It helped my cause." He explained that it was in turns two through five that he made the best use of the traffic. "I could get the last section on the brakes and, when the next group came through, the backmarkers were stacked up there. They held up Tripp and Fitzpatrick."

"Today, I was sliding that thing around a little more than I'd like to, but I was trying to keep them in sight because I think I had a little on top for them," Nobles said. "But I got a couple of backmarkers between he and I and it kind of slowed me up." That put him in peril of being caught by Fitzpatrick. "I took a peek over my shoulder coming out of turn seven and I got held up in traffic, or the lappers, and he closed up on me, he was coming. I knew he hadn't gone far. I didn't look for a while but I knew he was there."

The pair raced to the flag and the difference was about one bike length.

"It was really a good race," Fitzpatrick said. "I think a couple of backmarkers played a key part in all of it. I know Tripp was sliding all over the place along with me. It was tough out there."

Scheehser had a mostly lonely ride in fourth, then came an equally solitary Welch, with McGrath not being pressured either. Rick Kirk took seventh from Zampach on the final lap.

Road Atlanta
Braselton, Georgia
Results: March 31, 1996 (Round 3 of 8)

MOBIL 1 TRIUMPH SPEED TRIPLE CHALLENGE: 1. James Hanrahan; 2. Tripp Nobles; 3. Michael Fitzpatrick; 4. John Scheehser; 5. Benjamin Welch; 6. David McGrath; 7. Rick Kirk; 8. Scott Zampach; 9. Thomas Murray; 10. Ty Howard; 11. Shawn Conrad; 12. Ray Hixon; 13. Devin Battley; 14. Thomas Fournier; 15. William White; 16. Blaine Paulus; 17. Rick Shaw; 18. David Hull; 19. Jim Brannon; 20. Michael Gage.

Time: 21 min., 1.365 sec.
Distance: 12 laps, 30 miles.
Average speed: 86.307 mph.
Margin of victory: 2.783 seconds.

MOBIL 1 TRIUMPH SPEED TRIPLE CHALLENGE C'SHIP POINT STANDINGS (After three of nine races): 1. Scott Zampach (93/2 wins); 2. James Hanrahan (87/1); 3. Michael Fitzpatrick (76); 4. Rick Kirk (74); 5. (TIE) John Scheehser/David McGrath (67); 7. Tripp Nobles (64); 8. Benjamin Welch (63); 9. William White (59); 10. Shawn Conrad (55); 11. Devin Battley (51); 12. Thomas Murray (44); 13. Ty Howard (42); 14. Thomas Fournier (37); 15. (TIE) David Hull/Rick Shaw/Adam Lewis (32); 18. Michael Gage (29); 19. Jim Brannon (28); 20. Patrick Bonfiglio (26).

Upcoming Rounds:
Round 4 - Brainerd, Minnesota, May 19
Round 5 - Elkhart Lake, Wisconsin, August 4

Chuck Graves led early in the EBC Sport Bike final, but he ended up handing victory to Reuben Frankenfield when he crashed his Buell 1200.

EBC Brakes Sport Bike Series
Round 2: Road Atlanta

Frankenfield's gift

By Henny Ray Abrams
Photo by George Roberts

BRASELTON, GA, MAR. 31

Reuben Frankenfield had resigned himself to finishing second in the soggy EBC Brakes Sportbike race when he was graciously handed a victory by Graves Motorsports-Motorcycle Online's Chuck Graves.

"I saw Chuck out front and I tried to reel him in, but it wasn't going that way so I put it on cruise control pretty much," Frankenfield said. Then, on the 10th lap, the engine on Graves Buell 1200 locked up, spinning him around, and spitting him down. Graves was unhurt, but the race was red-flagged and called complete. Greenwood Motorsports/Pirelli/Penske-backed Frankenfield and his Kawasaki were declared the winners, Kawasaki-mounted Parris Register was second, after borrowing a motor, and Lee Productions Dave Sadowski was third on a Honda CBR600 that he'd built for another racer.

"It was looking really good. I was thinking, 'When's that white flag coming out. I guess it was the next lap around, huh?'" Graves asked after being scored in 18th place.

Because of the red flag there was no official time or margin of victory for the race which was called official at the end of the ninth of 12 laps. At the time Graves crashed, he had about a five-second lead on Frankenfield, who, in turn, had about 14 on Register. Sadowski was about four seconds adrift in fourth.

The win moved Frankenfield into second in the EBC Brakes Sportbike championship point standings. After two of eight races, he trails Rick Kirk, seventh today, by one point, 56-55. John Scheehser, fourth this afternoon, is tied with Daytona winner Yves Briguët and Jim Lester, 12th here, with 35.

In a class dominated by four-cylinder Japanese 600s, Graves' Buell entry was a breath of fresh air. As long as it complied with the 102 horsepower and 395-pound weight limit, it was perfectly legal. It was also blazingly fast.

Graves spent the first four laps dicing with local hero Kevin Rentzell, then Rentzell slid off into the mud while running a close second and Graves was home free. At the midpoint of the race Graves had better than five seconds on second-placed Frankenfield, his gap to Register a similar interval.

As the race played itself out it was apparent that the winner would be Graves, unless disaster struck, which it did, though Graves wasn't sure what.

"I don't know, something happened it just locked up just as I was running up the side of the dip, or just before that, it spun around and that was it," Graves said of his high-speed get off on the back-straight. Still, he was pleased with his first race on the Buell. "That's the best-handling bike out there, I have to tell you. It handles so well and it's got so much torque and you'll see it at the front of these EBC races."

Unofficially, Frankenfield had about 14 seconds on Register at the end of the ninth lap, more than enough to ensure the win.

Asked how his tires worked, Frankenfield replied: "Perfectly. The Pirelli MT-60's worked great. I didn't have much of problem anywhere, just here and there," he said, adding they were especially effective in standing water. As for Graves, "He was really riding the wheels of that. He must have been using a lot of corner speed because it doesn't have a lot of straightaway speed."

"We had to swap motors and we finally got a good motor under us thanks to Kevin Blaise. We couldn't quite keep up with Reuben's and Graves stuff and I know Sadowski was closing on me too," Register said after finishing second.

Sadowski may have been closing, but at the end of the ninth lap he was better than four seconds back. Who knows what would have happened in the last three? As it was, Sadowski was happy to get third since he rode most of the race alone.

"It was really hard to keep my concentration," he said. "I've been building bikes at my shop at home to establish a college fund for my boys. This is artist Lee Bievens bike, he raced it out here yesterday and he finally won a race at the end of the day and I decided, man, this thing runs pretty good and I'm going to give it a shot."

Fourth place was a bit of a struggle and not as well-defined as the podium finishers. Scheehser moved into the spot when Barry Henson went out of the race on the eighth lap. Top Line Cycles Steve Johnson moved into the spot behind Scheehser with Mark Monyette taking over sixth when Graves crashed.

Kirk, Brian Livengood, Charles Chouinard, and Chris Bliss filled out the top 10.

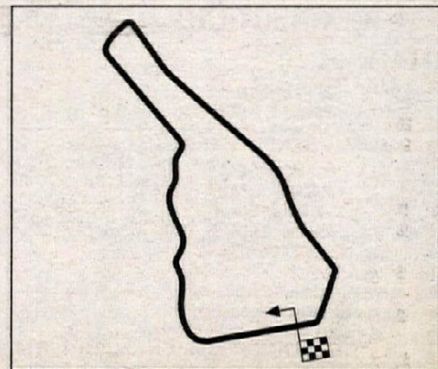
Road Atlanta
Braselton, Georgia
Results: March 31, 1996 (Round 2 of 9)

EBC BRAKES SPORTBIKE: 1. Reuben Frankenfield (Kaw); 2. Parris Register (Kaw); 3. Dave Sadowski (Hon); 4. John Scheehser (Hon); 5. Steve Johnson (Hon); 6. Mark Monyette (Kaw); 7. Rick Kirk (Kaw); 8. Brian Livengood (Hon); 9. Charles Chouinard (Kaw); 10. Chris Bliss (Hon); 11. Jim Albritton (Yam); 12. Jim Lester (Hon); 13. Rick Maron (Kaw); 14. Colin Jevens (Kaw); 15. David McPherson (Kaw); 16. Thomas Coccia (Kaw); 17. Timothy Stevens (Hon); 18. Chuck Graves (Bue); 19. Randy Teter (Bue); 20. Edward Berndt (Suz); 21. Quenni King (Duc); 22. Matt Wait (Hon); 23. Mark Schmidt (Hon); 24. Dustin Sperber (Hon); 25. Rick Beggs (Kaw); 26. Shane Clarke (Kaw); 27. Dan Fischer (Hon); 28. Barry Henson (Kaw); 29. Joe Wolfe (Kaw); 30. Kevin Rentzell (Kaw); 31. Michael Sidwell (Kaw); 32. Drew Lincoln (Hon); 33. Jason Fraser (Kaw); 34. Eric Gray (Hon); 35. David Rose (Hon).

Time: N/A due to red flag.
Distance: 9 laps, 22.5 miles.
Average speed: N/A due to red flag.
Margin of victory: N/A due to red flag.

EBC BRAKES SPORTBIKE C'SHIP POINT STANDINGS (After two of eight rounds): 1. Rick Kirk (56); 2. Reuben Frankenfield (55/1 win); 3. (TIE) John Scheehser/Yves Briguët/Jim Lester (35); 6. Brian Livengood (33); 7. (TIE) Matt Wait/Parris Register (32); 9. Charles Chouinard (31); 10. (TIE) David Sadowski/Christian Zwedorn (30); 12. (TIE) Doug Toland/Quenni King/Mark Monyette (28); 15. Steve Johnson (26); 16. (TIE) Kevin Rentzell/Eric Wood (25); 18. (TIE) Thomas Montano/Dustin Sperber (22); 20. (TIE) Chris Bliss/Brett Ray/Jeff Williams (21).

Upcoming Rounds:
Round 3 - Brainerd, Minnesota, May 19
Round 4 - Elkhart Lake, Wisconsin, August 4



See the 1996 Models at these Kawasaki Dealers



Ninja® ZX-7R

Following in the path of class-conquering introductions like the ZX-9R and the more recent ZX-6R, Kawasaki boldly takes control of the 750cc category with the debut of the Ninja® ZX-7R and its exotic, limited production sibling, the Ninja® ZX-7R.

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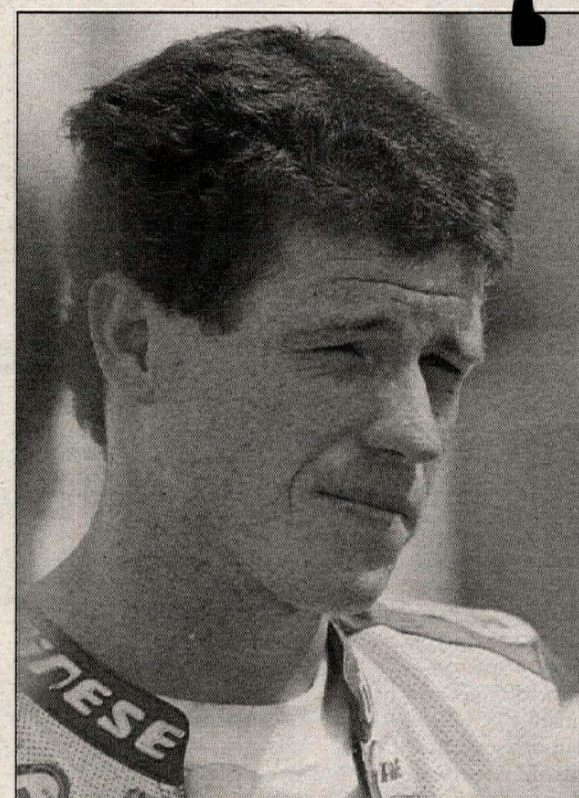
PREVIEW

1996 World Superbike Championship

Big trouble in Little Italy



(Left) World Champion Carl Fogarty has switched from Ducati to Honda for the 1996 World Superbike Championship. He'll be under pressure from both John Kocinski (right) and Troy Corser (below). Kocinski comes to the series after a one-year hiatus from Grand Prix racing. Corser is back for his sophomore season in the series.



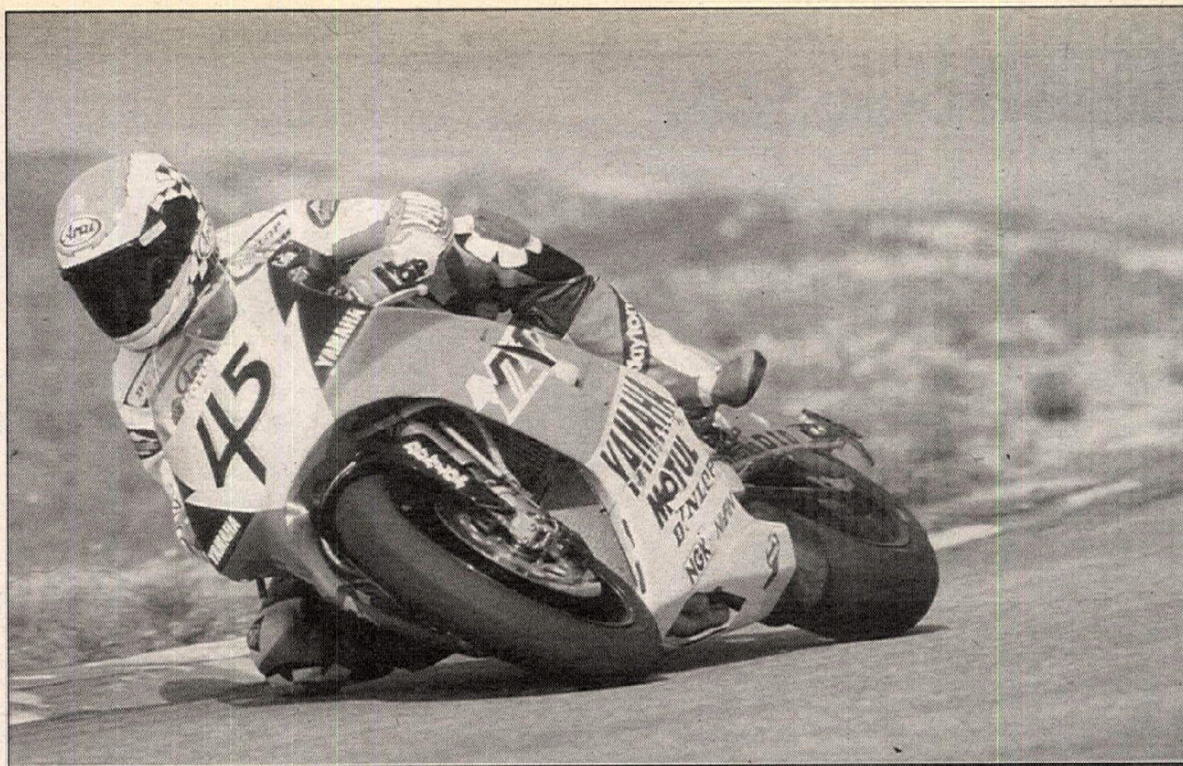
By Johan Vandekerckhove
Photos by Gold & Goose

A few things are very clear as the 1996 World Superbike Championship quickly approaches. For only the second time in five years, the number-one plate will not adorn the front of a Ducati; for the first time since the creation of World Superbike racing, the Ducatis will not have a weight advantage over their four-cylinder rivals; and for the first time in racing history, the Bologna motorcycle manu-

facturer will have to face opposition from the Japanese "Gang of Four."

Still, we won't be surprised if Ducati ends up with another title at the end of the 1996 racing season. Who will be atop the riders' championship, however, is a much more difficult question to answer.

With a seasoned John Kocinski taking on the four-stroke specialists in his bid to make a comeback into the glamorous world of two-stroke racing in 1997, Troy Corser, the favorite to take the title before his more experienced rival showed up, and Mike Hale, determined to make waves in his first inter-



Texan Colin Edwards II could be a factor in the championship if his factory Yamaha has improved enough to match the others.

get factory bikes that were (largely) identical to the those ridden by Fogarty. This was "lean management" at its best. Given the circumstances, it seemed likely that Ducati would concentrate on their "customer" factory team, and just forget about the whole idea of also running an in-house works team. Only some internal conflicts of interest and the fact that Ferrari kept an Italian flavor in the official Ducati effort seemed to delay the decision to cut heavily in the racing department.

But then came Kocinski... The American "bad boy" showed up at Bologna and the circuit of Misano at the end of last year, and signed a contract with the Cagiva group right around Christmas.

national season, you can be sure of one thing - we don't envy those who carry the title "team manager" in the two official Ducati teams in World Superbike racing.

VENDETTA

The world was a much simpler place when the superbike contingent left Phillip Island in Australia at the end of last season, anxious to return to their families for a few months before pre-season testing began in earnest. Corser had almost done the unthinkable, clinching second in the World Championship in only his first season with the big boys. With Carl Fogarty announcing his departure from the Castiglione clan a few days after the Australian final round, Corser was fully expected to be the next World Champion.

"King Carl," departed to the Castrol Honda team under the guidance of his longtime friend Neil Tuxworth, wasn't expected to take a third straight title now that he had to join those with some 250cc less displacement and with a bike that was not as well behaved as the



(Left) Aaron Slight is back for more on the Castrol Honda, where he will be joined by rival Carl Fogarty. In pre-season tests, Slight was the quicker of the two. (Below) The fastest man in World Superbike racing? Many think that man is Australian Anthony Gobert, who will be aboard a Muzzy Kawasaki again in 1996.

And the winner is...

There are two things an editor can't possibly expect from his World Superbike reporter this year. First of all, it is generally considered unethical to send a reporter out to ask John Kocinski if he feels up to the Australian threat formed by Troy Corser and Anthony Gobert. Such a mission could very well lead to a discussion that ends in tears (for either party). Secondly, it just isn't fair to expect a realistic prediction from a championship which will be even more exciting and unpredictable than the first eight editions. Quite a statement indeed for a racing series that has become famous for its close racing and cutthroat competition, with sometimes not even 10 points separating World Champion and runner-up after over 20 races.

This year, 10 factory riders will line up for the ninth superbike crown, with about five of them having a real chance of taking the number-one plate. We have conjured up a top three which may prove to be completely erroneous within a couple of months. But, then again, we will have had at least the impression for half a season that somebody believed in our expertise on World Superbike racing.

Final classification of the 1996 World Superbike Championship:

1. John Kocinski

Little John scared the *&%\$ out of the entire World Superbike community (and not in the least out of his mechanics) by the meticulous way he sets up the bikes during the winter tests and the way he smashed one lap record after another. John Kocinski will definitely be hard to beat in 1996.

2. Troy Corser

The man most likely to win the title, until Kocinski showed up at the Bologna Ducati factory at the end of last year, and then on the Misano circuit a couple of weeks later. Until then, Corser's Promotor Team seemed to have all the trump cards in hand, with two extremely fast riders, identical bikes to the Virginio Ferrari team and possibly a slight advantage in some technical fields.

3. Anthony Gobert

Probably the most talented rider of our top three, but simply lacking a little bit of experience - but what else could you expect from a 21-year-old who left his home country only a year ago? Gobert has proven that a lack of circuit experience does not stop him from taking wins right from the get-go, but what about his new bike? Daytona was not a success and with the 1000cc Ducatis at full song already, the first races of the season might become crucial for one of the nicest and most laid-back guys in the superbike paddock.



superior factory Ducatis he had been riding the last couple of years. With Virginio Ferrari looking desperately for replacement riders for the departed World Champion and his teammate Mauro Lucchiari, who had fallen out of grace with the Castiglione brothers, things looked to be all smooth for Alfred Inzinger's Promotor Ducati team.

Promotor also appeared to be a suitable solution for Ducati as well. In stark contrast to Virginio Ferrari, the Austrian business man had paid good money to

Ferrari, after having already signed young Brit Neil Hodgson, saw his immediate future as Ducati team manager secured. Ducati would once again have four fully backed factory riders in the championship in 1996.

Things started getting even better when private testing began. Kocinski started worrying his opponents when he shattered lap records in Sentul and Laguna Seca several times during the winter. By mid-March they had received their new bikes - after some production

PREVIEW

1996 World Superbike Championship



Austrian will concentrate mainly on the German Open Superbike Championship.

This is a crucial year for the Promotor team and for Corser (and possibly also for Hale) in World Superbike racing. After this second superbike campaign, team manager Inzinger wants to enter a team in the 500cc Grands Prix from 1997 onward, and he hopes to bring at least Corser with him. The Austrian businessman, who bought 80 percent of the Power Horse (a sports drink) company a few months ago, is considering keeping a team in World Superbike next to his Grand Prix project. But in the meantime, both Inzinger and Corser hope to get the four-stroke title. Although there's been no official confirmation, it is believed that all four "real" factory riders will use 995cc engines right from the start of the season. Last year, Fogarty was believed to be the only rider with such a large-displacement engine at his disposal.

NINJAS

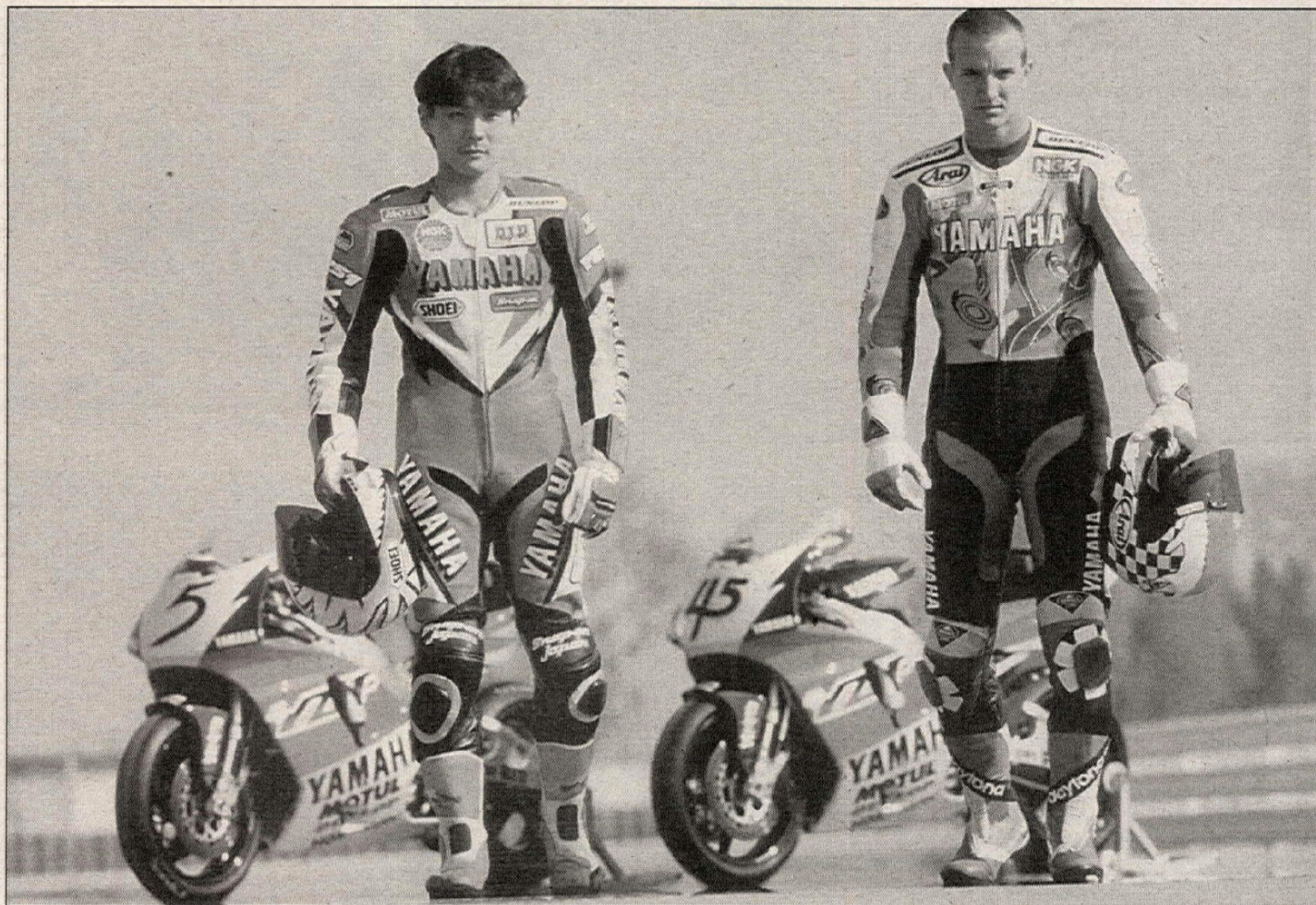
Many hoped that 1996 would be the year for Honda. After a pretty difficult

debut in 1994, the official RC45s still proved to be quite a handful in 1995, but Aaron Slight managed to win two races. With Carl Fogarty bringing the number-one plate to the Castrol Honda team, Tuxworth's crew can't afford to finish third place in the point standings in 1996. In typical Honda style, not much has filtered through from the development work done on the bikes, and not much information has come from the team's private test sessions. But things have not always gone well, according to some sources. Apart from the bike's inherent handling problems (with an awkward understeering tendency, which is emphasized as the gas tank gets emptier), the team struggled with some fuel-injection problems during recent testing in Australia. The tires, a new ram-air system, the suspension, the stainless-steel brakes and the new clutch, on the other hand, seemed to deliver the goods. There is no doubt that Fogarty will get used to the specific handling characteristics of the bike before the season really gets under way, and that the champion will challenge his teammate Slight from the very first race.

problems due to the unclear financial situation Ducati had gone through the last few months. On the second day of practice at Misano, Kocinski undercut Lucchiari's lap record by half a second - despite cold weather and a lack of track time for finding a really good setup. Speaking of setting up the bike, most of the mechanics on the Ferrari team already feel melancholic about the "Fogarty years." The Briton was famous for not bothering too much with machine setup. With Kocinski, on the other hand, it's a whole different ballgame. There have been times already when the mechanics had to get up as early as 5 a.m. in order to get the bikes ready for Kocinski's arrival.

For the time being, British newcomer Hodgson can't keep up, but it would have been a huge surprise if he had. On most circuits, the Briton has been a second to a second and a half slower than his American teammate.

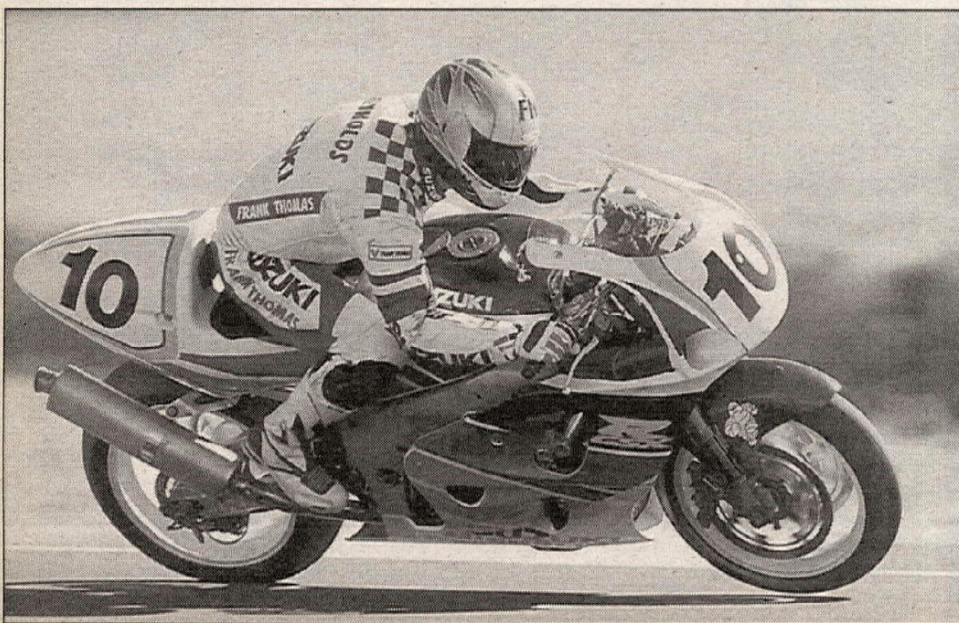
For the Promotor team, all is well - except for those pesky reports that keeping coming from the Ferrari-run team that Kocinski has broken another lap record. The fact that both Corser (overheating engine) and Hale (crash) retired in the Daytona 200 will give the Austrian-Italian team more motivation to get the bikes dialed in perfectly before the first race at Misano. The third rider on the team, Andreas Meklau, will use one of last year's factory bikes, but will be entered in only a few races. The tall



(Top) Mike Hale will contest his first full season of World Superbike racing on a Promotor Ducati. Last year, Hale raced in three events, two for Promotor and the U.S. round for Smokin' Joe's Racing.

(Above) Wataru Yoshikawa joins Edwards on the factory Yamaha team for '96.

(Left) John Reynolds will lead Suzuki's revitalized World Superbike effort on the new GSXR750-T.



The Dirty Dozen

Twelve rounds (24 races) will decide the outcome of this year's World Superbike Championship. After the traditional changes during the winter season, with the French round once again falling through due to financial problems, and the second Indonesian round canceled because of the lack of enthusiasm from the teams, these are the final dates.

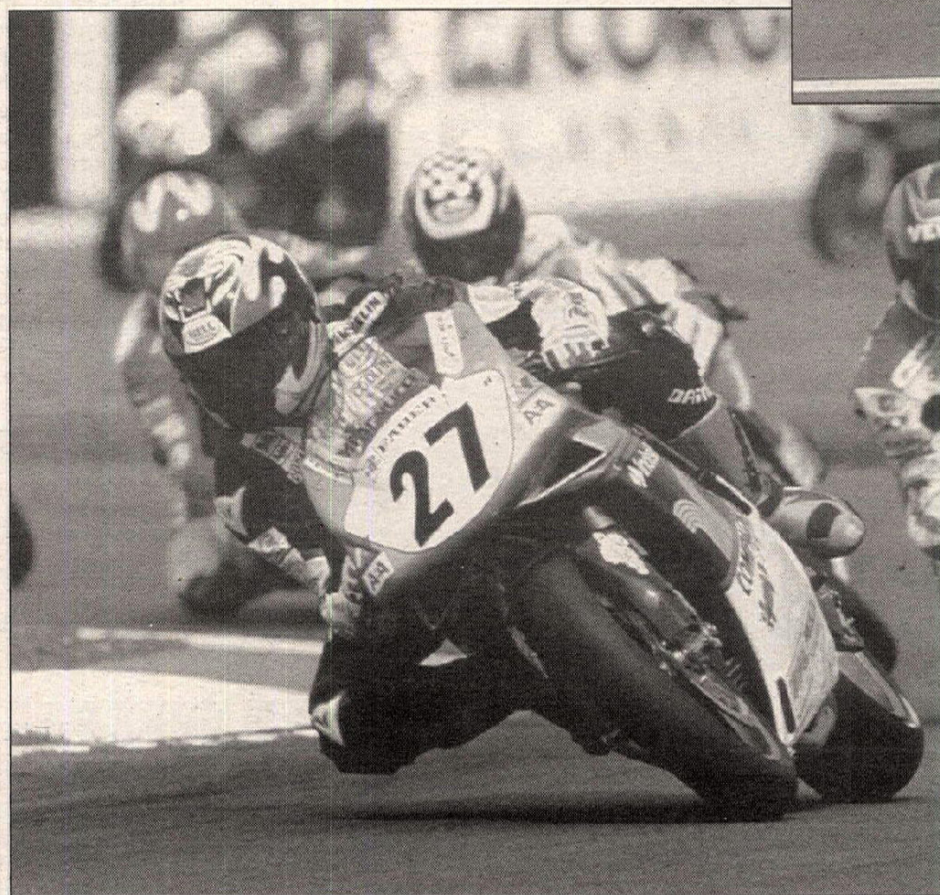
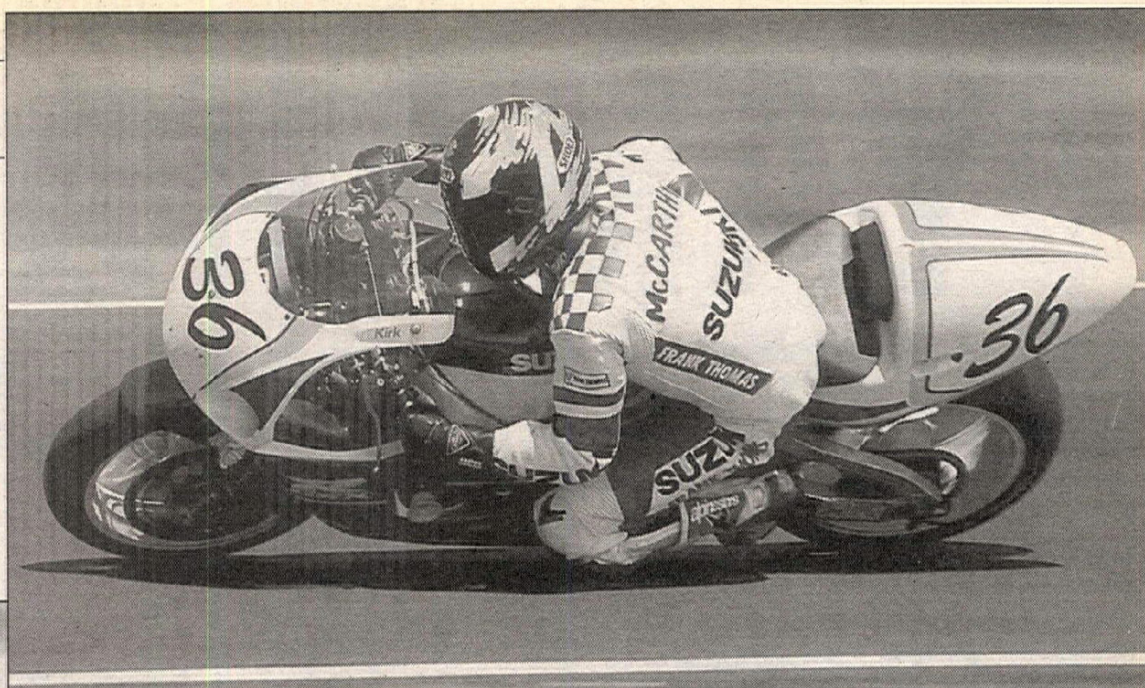
April 14	Misano (San Marino)
April 28	Donington Park (UK)
May 12	Hockenheim (Germany)
June 16	Monza (Italy)
June 30	Brno (Czech Republic)
July 21	Laguna Seca (USA)
August 4	Brands Hatch (Europe)
August 18	Sentul (Indonesia)
August 25	Sugo (Japan)
September 8	Assen (Holland)
October 6	Albacete (Spain)
October 27	Phillip Island (Australia)

But it remains to be seen if the Hondas will be able to keep up with the Ducatis. Will Carl regret his decision to leave Ducati and to join the Honda team? Only time will tell.

This year should also see the Muzzy Kawasaki team return to the forefront of World Superbike racing. After Scott Russell's desertion after three races in 1995, the once-leading team seemed to fall apart. The astonishing performances by youngster Anthony Gobert - with two race wins in the second half of the season - still resulted in only a top-four

(Right) Australian Kirk McCarthy will join Reynolds on the factory Suzuki team.

(Below) Veteran Pier-Francesco Chili will again ride a Ducati backed by the Gattolone team.



finish at the end of the year. The new Kawasaki ZX-7R should theoretically offer Gobert and new teammate Simon Crafar extra help in their efforts to beat the Ducatis. The only question remaining is how soon the inevitable teething problems will be solved. A new engine (with a shorter stroke, making higher revs possible), a new chassis (which should make the bike more stable), different suspension and a different weight distribution are some of the factors which will have to be sorted out before Rob Muzzy's team will be able to offer a potential race winner to their two riders. The riders also did more preseason testing than in the past - and that was one of the reasons why it took six races before Gobert got his Kawasaki on the rostrum last year. It is certain that the "Go-Show" won't be so patient this year.

Crafar was also impressive on most testing occasions, putting in some excellent lap times during testing at Shah Alam, a session Gobert missed because of health problems.

NEWCOMERS

It might come as a surprise to find the Yamaha squad in this category, but with their first season in the World Superbike Championship stricken by disaster (the Dunlop tire problems, the fatal crash of Yasutomo Nagai resulting in the premature stoppage of their racing season), everybody has the impression that Colin Edwards II and his team never had the chance to show what they were really capable of. Just when things started to fall into place (Brands Hatch), fate took over.

After private testing and a reasonably successful practice session at Daytona, Edwards came good with third place on the Daytona bankings. It is still uncertain if the Yamaha will be able to do as well in the World Superbike rounds, especially as the competition will be even stiffer than in Florida. For 1996, Edwards has Wataru Yoshikawa at his side. The Japanese rider made a good impression in Shah Alam and might be a worthy successor to Nagai. Most development work during winter has been aimed at - and logically so - the Dunlop tires and the rear suspension linkage of the bike.

Suzuki really is the newcomer. After Kawasaki, Honda and Yamaha, this is the fourth and last Japanese manufacturer to take on the superbike challenge. The team - which will be based at the Harris premises in England - started talking to several top riders from the summer of 1995 onward, but apparently waited too long to get one of the top brass to sign his name to a contract. With John Reynolds and Kirk McCarthy, they finally got a hold of two youngsters who have already shown a lot of promise during off-season testing. The difference between them and Scott Russell (on a nearly identical bike) during qualifying for the Daytona 200 might have surprised some, but the two riders never got the chance to prove what they are worth as they were forced to leave Florida after the first race postponement. Suzuki wants to win the title in 1997, and has a big budget in order to accomplish that goal. Note the lack of sponsorship stickers on the two bikes.

Those who have left us

Just like every other year, several youngsters (Hale, McCarthy, Hodgson...) and some less young (Kocinski) have secured a place among the official and semiofficial teams in World Superbike racing. By their promotion, they have also pushed some veterans and other established riders from their positions. These are some of the riders who will probably not show up in World Superbike racing in 1996.

Fabrizio Pirovano (35) is the most notable. His departure marks the end of the first era of World Superbike racing. The "pocket rocket" from Milan has been at the forefront of four-stroke racing ever since the series started in 1988. The former motocrosser won his first World Superbike race in a rain-drenched Le Mans round later that year on a Yamaha with the typical wide handlebars. Pirovano took places in the top-four of the final World Championship standings of practically every year. In 1996, he will ride a Ducati 748 in the European Supersport Championship for the Allstare Racing Team which took Michael Paquay to his second European title in 1995. Pirovano will wage battle there with riders such as Mauro Lucchiari (28).

Once considered to be the successor to the legendary Giancarlo Falappa, Lucchiari just never managed to deliver the goods outside the Italian border. The quiet Ducati rider did a lot of testing work for Ducati over the few years he was with them, and might continue to do so in the near future. With the advent of Kocinski and Hodgson on the Ferrari team, Lucchiari will have to be happy with his participation in the European Supersport Championship.

Brit Terry Rymer (28) was also one of the top runners in the early days of the World Superbike series. Often running on the wrong bike for the wrong team at the wrong time, the tall Londoner will concentrate this year on the British Championship riding a Moto Cinelli Ducati, and the World Endurance races, where he will have a factory Suzuki at his disposal. Former World Endurance champion Adrien Morillas (33) is the only former Superbike rider after Belgian Stephane Mertens and Dutchman Jeffry De Vries to make the switch to the rival Thunderbike Trophy series. The Frenchman nearly saw his racing career come to a premature stop when IRTA originally discarded his application because of his "high" age in a series that was set up to encourage youngsters to take on the Grand Prix guys. Another veteran who just won't give up (yet) is Doug Polen (36). Former double World Superbike Champion Polen entered some World Superbike races in 1995 after having been fired quite unexpectedly just before the season. Back with his old brand Suzuki, the Texan has founded his own team and will try to win as many F-USA races as possible in 1996, while considering a comeback into the World Superbike arena in 1997. Wait and see...

The usual suspects

These are the main participants in the 1996 World Superbike Championship. With more than half of the riders scheduled to enter all the races on factory bikes (*), things look quite hairy for the privateers. But miracles may happen. After all, this is World Superbike racing, isn't it?

Carl Fogarty	GB	Castrol Honda	Honda RC45 (*)
Aaron Slight	NZ	Castrol Honda	Honda RC45 (*)
Troy Corser	AUS	Promotor/Power Horse	Ducati 916 (*)
Mike Hale	USA	Promotor/Power Horse	Ducati 916 (*)
John Kocinski	USA	Ducati Corse Virginio Ferrari	Ducati 916 (*)
Neil Hodgson	GB	Ducati Corse Virginio Ferrari	Ducati 916 (*)
Anthony Gobert	AUS	Muzzy Kawasaki	Kawasaki ZX-7RR (*)
Simon Crafar	NZ	Muzzy Kawasaki	Kawasaki ZX-7RR (*)
Colin Edwards II	USA	Yamaha WSB Team	Yamaha YZF 750 (*)
Wataru Yoshikawa	J	Yamaha WSB Team	Yamaha YZF 750 (*)
John Reynolds	GB	Suzuki WSB Team	Suzuki GSX-R 750 (*)
Kirk McCarthy	AUS	Suzuki WSB Team	Suzuki GSX-R 750 (*)
Piergiorgio Bontempi	I	Bertocchi/Kawasaki Italia	Kawasaki ZX-7RR (*)
Eustaquio Gavira	E	Rumi Honda	Honda RC45 (kit)
Idalio Gavira	E	Rumi Honda	Honda RC45 (kit)
Jochen Schmid	D	Kawasaki Deutschland	Kawasaki ZX-7RR (kit)
Steve Hislop	GB	Nemesis Kawasaki Racing	Kawasaki ZX-7RR (kit)
Matt Llewellyn	GB	Nemesis Kawasaki Racing	Kawasaki ZX-7RR (kit)
Bruno Cirafici	I	Suzuki Italia/Sacchi Corse	Suzuki GSX-R 750 (kit)
Andreas Meklau	A	Promotor/Power Horse	Ducati 916
Pier-Francesco Chili	I	Ducati Gattolone	Ducati 916
Manuel Luque	E	Ducati Gattolone	Ducati 916
Michael Paquay	B	Ducati Allstare	Ducati 916
Stephane Chambon	F	Ducati Sima	Ducati 916
Ferdinando Di Maso	I	Interspeed Racing Team	Ducati 916
Antonio Giangiacomo	I	Celani Team	Ducati 916

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Since making its debut as one of the top values in motorcycling dollar-wise, and one of the most versatile bikes available performance-wise, Yamaha's SECA II® has continued to move as quickly off the showroom floor as it does on twisty back roads.

In 1996, Yamaha has taken the SECA II's already sleek styling and enhanced the look by adding a lower cowl as standard equipment. The genesis inspired engine, cradled by a large diameter frame, sports true downdraft carburetors for superb torque, a lofty rev-range and exceptional smoothness throughout the entire powerband. With this combination of engine and frame, the SECA II is as comfortable cruising the highway as it is on tight country back roads.

The SECA II has the precision handling of its super-sport brethren courtesy of its advanced frame and performance-minded 38mm front forks. In the rear the SECA II utilizes an oval section swingarm for strength to keep the rider in control while employing link-type single shock rear suspension.

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In 1996, the SECA II will be offered in Black or Red color schemes and is available at participating Yamaha dealerships nationwide.



The 1996 Seca II; Motorcycling Versatility

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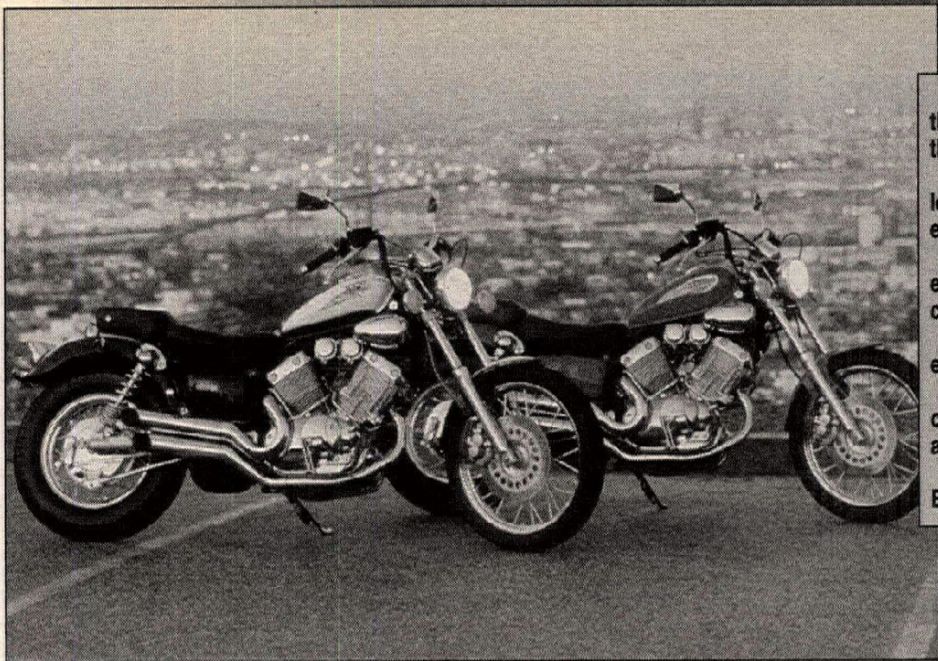
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The Virago 535 and 535 Special

When purchasing a cruiser, authenticity and tradition are paramount considerations, and this is where the competition falls short. Yamaha offers two mid-sized cruisers that embody the classic look most people are looking for in a motorcycle; the Virago 535 and 535 Special.

The Yamaha cruisers have genuine V-twin engines, low-slung frames, stylish chromed looks and a distinct bass exhaust note. The plush, raked-out front forks, the forward mounted footpegs and the low seat put the rider in the classic cruising position.

Other standard Virago tech features include a low-maintenance shaft drive, worry-free electronic ignition and dual-piston front disc brakes. And to add style to the cruisers are real chrome wire-spoke wheels, dual bobbed exhaust and a fat rear tire.

Such features combined with the chromed rear brake plates and the highly polished engine components make the Virago a very desirable ride.

The Virago Special includes extra features such as polished and chromed engine cases, clutch lever, brake lever, horn and carburetor covers. It also sports a deeply upholstered seat and a detailed two-toned color scheme.

The 1996 Virago 535 comes in Fire Red while the 535 Special is two-tone Traditional Blue/White. Both are available at participating Yamaha dealers nationwide.

The 1996 FZR600: Performance and Refinement

Since its inception, the Yamaha FZR600™ has remained a favorite among 600cc sport bike enthusiasts.

When the road gets twisty, the FZR shines. Thanks to Yamaha's race-developed Deltabox frame and swingarm design, the FZR possesses unmatched precision steering and handling. With the FZR's trademark agility and suspension feedback, the rider feels confident either when upright and at speed or when heeled over in a turn.

The heart of the machine is its power plant, a liquid cooled 599cc engine with Yamaha's race-proven, Genesis design. With smooth, controllable power provided by forward inclined cylinders which are fed by four straight-intake

32mm Mikuni carburetors, the FZR is a model of efficiency. To keep all of this power and speed in check the FZR600 comes with dual 298mm disc brakes up front, and a 245mm disc in the rear.

Surrounding all of this high-tech super-sport hardware is one of the most comfortable sport bike designs around. In paying as much attention to ergonomics as to performance, Yamaha produced a bike that is as accommodating on the freeway and in the city as it is carving up twisty canyons and backroads. In the end, potential buyers are given one of the best sport bike values available.

In 1996 the FZR600 is offered in White/Red/Purple and Dark Silver/Red/Black color schemes and is available at participating Yamaha dealers nationwide.



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OBSERVED TRIALS
AMA/NATC National Championship Series

Round 1: Lucerne Valley

The right start



(Left) Two-time National Champion Geoff Aaron spent some time practicing in California during the off-season and looked quite comfortable in the high-traction Lucerne Valley sections. The factory Beta rider scored his 18th career win with only a single point to spare.

(Below) Ryan Young piloted a Gas Gas JTR370 to a close second, coming up only one point shy of his 50th National win. The six-time National Champion was impressive, especially considering his lack of off-season training.

up Young by only a single point. As a matter of fact, a mere two points separated the top three finishers, as third-placed Olivier Clamagirand was only one point further adrift of Young.

"He beat me for a lot of years, and now it's my turn," said Aaron, referring to archrival Young. "That's the way I look at it. I'm fired up for my third title."

Young piloted a Gas Gas JT370, which was decked out with red JT270 plastic rather than the stock blue fenders, and the extra power vaulted him up the large rocks well enough to stay amazingly close to Aaron. While Young has been stuck indoors all winter long due to the icy conditions in his home state of Kentucky, Aaron has been practicing in the warm California climate.

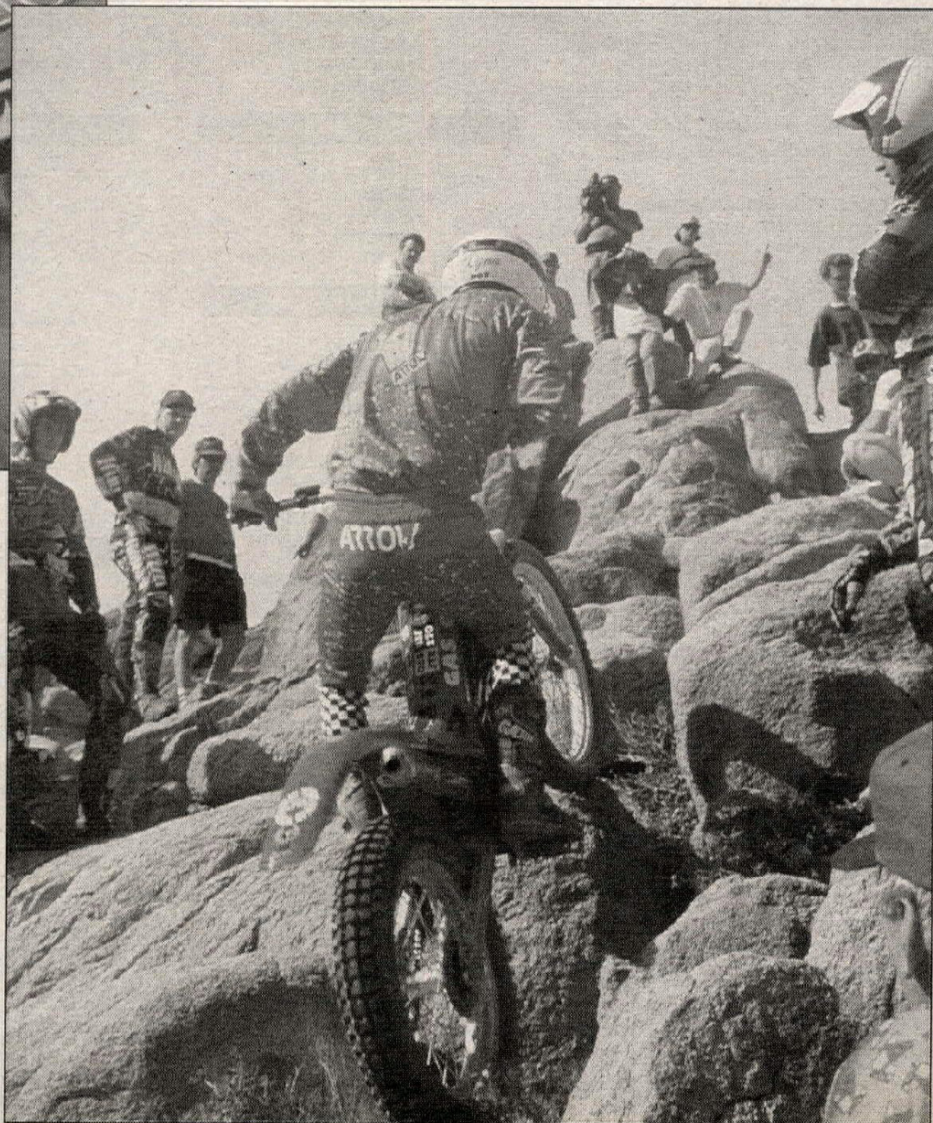
"I haven't really spent much time on the new bike at all," said Young. "Only a few exhibitions here and there, and a few practice days in the rain. To finish this close to Geoff is encouraging, because I know that I will get stronger as the season goes on and I get to practice more."

Clamagirand, meanwhile, was torn between two emotions: happiness for finishing so close to the top two, and disappointment because this was his home event and he was hoping for a win.

"I rode very good, but I made some mistakes, just like everybody," said the former Belgian National Champion, who now resides in Southern California. "It was very close. I was hoping to win today because this is my home trial. I did my very best."

Rounding out the top five were last year's California National winner Jess Kempkes and former National number-two Mark Manniko. Kempkes rode well, but the flashy Nebraskan made too many mistakes to be in contention for the win.

"I was nervous today," he admitted.



By Donn Maeda/Dirt Rider Magazine

LUCERNE, CA, MAR. 23

Last year, the AMA/NATC National Championship chase went down to the wire, with defending series champion Geoff Aaron barely edging out six-time National Champion Ryan Young. Aaron started the season slowly, and it was the supersteady Young who led throughout most of the series. Only a late-season burst by Aaron allowed the likable Connecticut rider to prevail with six wins, and some pundits were quick to point out the fact that Young would have won the title had all 10 rounds counted. This year, the throw-out rule has been eliminated, and all nine of the Nationals will count towards the overall series standings.

With that in mind, Aaron entered the 1996 series opener with a different state of mind.

"Last year, I was still in college," said the tall 23-year-old. "As a matter of fact, I was taking finals when the series started. I knew that I would have time to make up for any bad finishes because only six rounds of the 10 counted towards the championship. Every round counts this year, so I'm going to make the most of them. This year, I'm out of college and that helped me out a bit. I didn't have school to keep me off the bike, and I was really ready for today's event."

Ready indeed.

Large rocks and huge steps greeted the riders as they rolled into the Cougar Buttes area of Lucerne Valley, and it was Aaron who tackled the big sections the best and emerged with his 18th career National win. Aaron's win, however, was by no means a cakewalk, as the Beta Motor Italy/Cosmopolitan Motors/Elf-backed rider bested runner-

"I guess you could say that the pressure got to me, being the defending event champion and all. I made some dumb mistakes and rode way too tight at the start of the event."

Manniko, meanwhile, was elated with his fifth-place performance. The personable Colorado rider was competing in his first National since 1992, and was happy to find that he still has what it takes to ride with the U.S. elite. (See sidebar)

New Yorker Raymond Peters was sixth, making an impressive debut aboard the new French-built Scorpa Easy. The exotic-looking motorcycle looked potent enough in the hands of the former High School National Champion, and the pair is sure to be a threat in future events.

Canadian Mike Guns made a surprise appearance in California and nabbed sixth, but at the moment is unsure if he will contest the entire U.S. Series. Oklahoma State Champion Matt Moore was seventh, the teenager riding well aboard his Gas Gas USA entry. Canadian Ryon Bell and Oregon's Dennis Sweeten rounded out the top 10.

The California National was presented by the American Trials Association, and riders completed three laps around a 14-section loop. A sudden drop in temperatures and gusty winds kept things on the chilly side throughout the day.

Aaron and his minder Steve Montagne started the event with a bang and took the lead from the get-go. A 20-point first loop was five better than Young and Clamagirand's 25s. Young was admittedly tight at the start of the event, and fived the first two sections.

"I don't know what I was doing," said Young. "I was real tight, sort of nervous. I went over the bars big time in section two and bent the handlebars. I think that shook the nervousness out of me, because I cleaned the next two sections."

Kempkes' chances of a win were for all intents and purposes eliminated on the first loop, as he carded a 36.

"I was just trying too hard," said the long-haired Gas Gas rider. "I wanted to win bad, but bad is how I ended up riding."

Aaron was steady on the second loop and in spite of a big crash on section eight, turned in another 20.

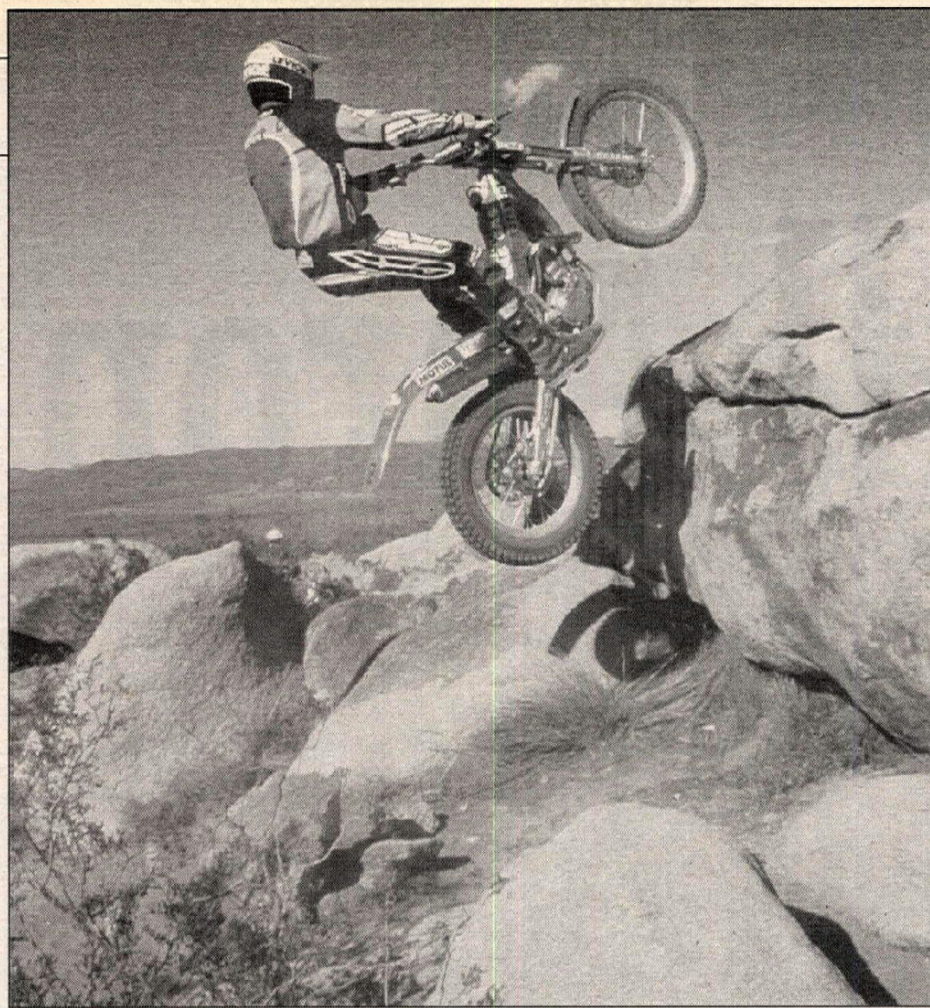
"It was a pretty big step and I wound the bike up and went for it," said Aaron. "When the bike hit the lip it veered to the right and I let it go. The bike about killed my minder Steve."

Both of Aaron's main rivals, however, bettered their scores and closed the gap. Clamagirand had the best second-loop score, as he returned to the pits with a 15-point card. Young had 17.

"This was a good, level trial," said Clamagirand. "I am very confident on the big rocks, this is what I ride on all the time. For a National it is very nice. I got a five in section 11, and I don't know why. The checkers are being very tight today. I took two other little steps because I was too confident."

Peters had a scary crash on the second loop, as he and his Scorpa got too much lift on an off-camber splatter. Peters missed the top of the landing rock by a few inches and looped out spectacularly, his rear fender exploding off the bike and the machine careening out of the section. Remarkably, Peters was unhurt, even though he landed face-first in the rocks below.

"I didn't expect the bike to get that much lift," he said. "I saw John Clark case out on it, so I figured that I should really gas it up."



The third loop was a nail-biter, as all three of the top riders had their best scores of the day. Young's 10-point loop was the lowest of the event, but still wasn't enough to wrestle the win away from Aaron. The defending champion had a six-point lead over Young entering the final section of the day, but it was that trap that dumbfounded him each and every loop. Aaron carded a five in the last section, but still had a point to spare, coming home with an 11-point card.

"I just couldn't get through section 14," he said. "I actually fived it on the last loop at an earlier point than I had been on the other two loops. The difficulty level today was pretty good. We were still able to push ourselves, but we weren't busting up our bikes. Today I was a little hot and cold, but I felt really good as far as riding goes. I felt strong on the final loop."

"I got stronger as the day went on," said runner-up Young. "I wasn't riding like a champ rider at all. I was totally tight. I'm happy with second, because I had five fives that I shouldn't have had. Things will only get better from here."

Clamagirand turned in a 13-point card on his final loop, and his 53-point total was painfully close to the first- and second-place finishers'. Kempkes was a bit disappointed with his performance.

"My expectations were really high," said Kempkes, who had an 87-point total. "I should have been riding better, I was still kinda sleeping in the morning sections, and the sections were real intimidating on the first loop. The checkers were being too hard. They were being chumps all the way through. I had some bad calls."

Manniko was delighted with his fifth-place finish and 102-point tally, while sixth-placed Peters was unhappy with his 130-point final score.

"I haven't had a lot of riding time at home and I felt a little out of touch," he said. "It seems like all the sections were rideable, but I just couldn't make it all happen. I was a little unsure of myself. I need more practice."

Seventh-placed Guns was only one point adrift of Peters. "I had a good time today," he said. "The sections are just like some of the riding in Canada. I hope to do more of the series, but sponsorship will have to play a part. Money will be a deciding factor."

CN

Cougar Buttes Lucerne, California Results: March 23, 1996 (Round 1 of 9)

CHAMPIONSHIP: 1. Geoff Aaron (Bet) 51 points/23 cleans; 2. Ryan Young (G-G) 52/22; 3. Olivier Clamagirand (G-G) 53/22; 4. Jess Kempkes (G-G) 87/12; 5. Mark Manniko (G-G) 102/9; 6. Raymond Peters (Sco) 130/6; 7. Mike Guns (Bet) 131/6; 8. Matt Moore (G-G) 152/5; 9. Dennis Sweeten (Bet) 163/2; 10. Ryon Bell (G-G) 174/1; 11. John Clark (G-G) 204/0.

EX: 1. Ron Commo Jr. (26 points/24 cleans); 2. Kip Webb (35/22); 3. Kenny Leduc (41/23); 4. Jared Malmquist (59/16); 5. Mitch Reichardt (87/9).

HS: Carl Miller (10 points/31 cleans); 2. Timothy Hillsamer (12/31); 3. Craig Wilson (16/28); 4. Brian Martinson (32/20); 5. David Reed (36/19).

SR (30-34): 1. D. Rohrschneider (6 points/32 cleans); 2. David Cole (6/32); 3. Robert Madden (29/21); 4. Ken Williams (64/11).

SR (35-39): Kenny Mosteller (7 points/33 cleans); 2. Sheldon Hefler (11/28); 3. Bob Pennington (12/29); 4. Rick Jenkins (16/24); 5. Bob Rowland (19/27).

SR (40-44): 1. Howard Galbreath (4 points/32 cleans); 2. Mark Oldar (7/30); 3. Keith Adams (21/28); 4. Clive Hannon (22/25); 5. Wayne Anders (47/15).

SR (45-49): 1. Ted Gansberger (17 points/26 cleans); 2. Dean Nielson (25/26); 3. David Braig (38/24); 4. Dallas Peak (74/14); 5. Bill Hannon (97/6).

SR (50-54): 1. Bill DeGaris (10 points/30 cleans); 2. Dale Malasek (16/29); 3. Larry Lund (53/13); 4. Bob Pick (78/11).

SR (55-59): 1. Bill Thompson (27 points/19 cleans); 2. LeGrande Bunker (135/5).

SPTSMN: 1. Derek Martinson (7 points/32 cleans); 2. Tony Leduc (8/31); 3. Lon Brand (11/31); 4. Hap Oswald (13/29); 5. Jim Collins (15/30).

Upcoming Rounds:

Round 2 - Mount Olive, IL, June 29
Round 3 - Mount Olive, IL, June 30

(Above) Home-state favorite Olivier Clamagirand was third, but the likable Gas Gas rider was hoping to win at his local venue. The Belgian continues to possess a grace that the Americans lack. (Right) Canadian Mike Guns made a rare stateside appearance and finished a strong sixth aboard a French-made Scorpa Easy.



The Magic returns

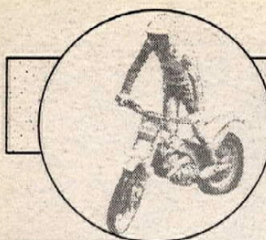
The opening round of the 1996 AMA/NATC National Championship Series marked the return of one of the series' former top contenders, "Magic" Mark Manniko (right). After finishing second to Ryan Young in 1991, the personable Colorado resident competed in a mere three events in '92 before retiring from the National Championship scene.

"I was just burned out," said Manniko, 26. "Some people thrive on competition, but I just didn't groove on it. I didn't enjoy the competition as much as I enjoyed the riding, and I wasn't willing to do what it would have taken to beat Ryan."

In the years since he "retired," Manniko continued to ride, but competed very little, even at the local level. Then the itch to return to the Nationals struck, and the '90 Globe, Arizona, National winner decided to make a comeback at Lucerne. A fifth-place finish was better than even he had expected, and it looks as if Manniko is back for good.

"It was really, really fun," he said. "I really enjoyed it. It was a little more radical than I expected, a lot of the stuff like splatters have gotten bigger since I last competed. I punched out of some sections because I wasn't quite ready for them yet, but overall, I feel that I did better than I expected to. I'm just doing it for fun now and it doesn't matter where I finish."





OBSERVED TRIALS
26th El Trial de Espana

Lucerne Valley

It's all Aaron



Buttes area, and he had a point to prove after finishing third at the Saturday National. The Belgian rode with a determination second to none, and actually cleaned each and every one of the 14 morning sections.

"I rode very well this morning," said Clamagirand. "The sections were good, and I was full of confidence."

Aaron and Young were next best, as the pair both ended the morning loop with six-point cards. Both fived section three, as did the majority of the riders. The only riders to clean the tricky trap were Clamagirand and Colorado's Mark Manniko. Matt Moore made it through with a one, while Raymond Peters paddled his way through for a three.

Canadian Ryon Bell and Kempkes were tied for fourth after the opening loop, with seven-point totals. For Bell, it was a chance to redeem himself after a poor showing at the previous day's National.

"I had clutch problems yesterday, and I had to punch fives at a lot of sections to stay on time," said Bell. "It seems to be working better today, and I'm riding better also."

The morning sections presented

(Left) National Champion Geoff Aaron picked up his second career El Trial de Espana win. The Connecticut rider will likely be on the American Trial des Nations team for which the event raises funds.

(Below) Last year's California National winner Jess Kempkes rode with an intensity that netted him third place. The Nebraskan enjoys the big rock sections of Lucerne.

By Donn Maeda/Dirt Rider Magazine

LUCERNE, CA, MARCH 24

With two National Championships and 18 National wins to his credit, one might expect Geoff Aaron to have several El Trial de Espana wins under his belt. Likewise for six-time National Champion Ryan Young. Forty-nine National wins? C'mon, there ought to be a handful of ETdE wins in there somewhere...

Oddly enough, before this year, Aaron had sampled the sweet taste of victory only once at the renowned event, and Young remained winless. Bad luck, electing not to compete, and surprise European entrants have kept the dynamic duo from dominating the ETdE in the past, but there would be none of that at the '96 version. Hot off his previous day's National win, Aaron stormed to the top of the heap aboard his Ron Commo Sr.-tuned Beta Techno and put an exclamation point on an already successful weekend in California. And what about Young? Though the Kentucky rider finished a distant fourth, he rode with a flash and flair uncharacteristic of his usual steady self and pleased the crowd to no end. Young may not have won the event itself, but the normally sedate rider definitely won a few new fans.

Second went to Cougar Buttes regular Olivier Clamagirand, who was actually a favorite to win the event following a dabble morning loop, and rounding out the top three was last year's California National winner Jess Kempkes.

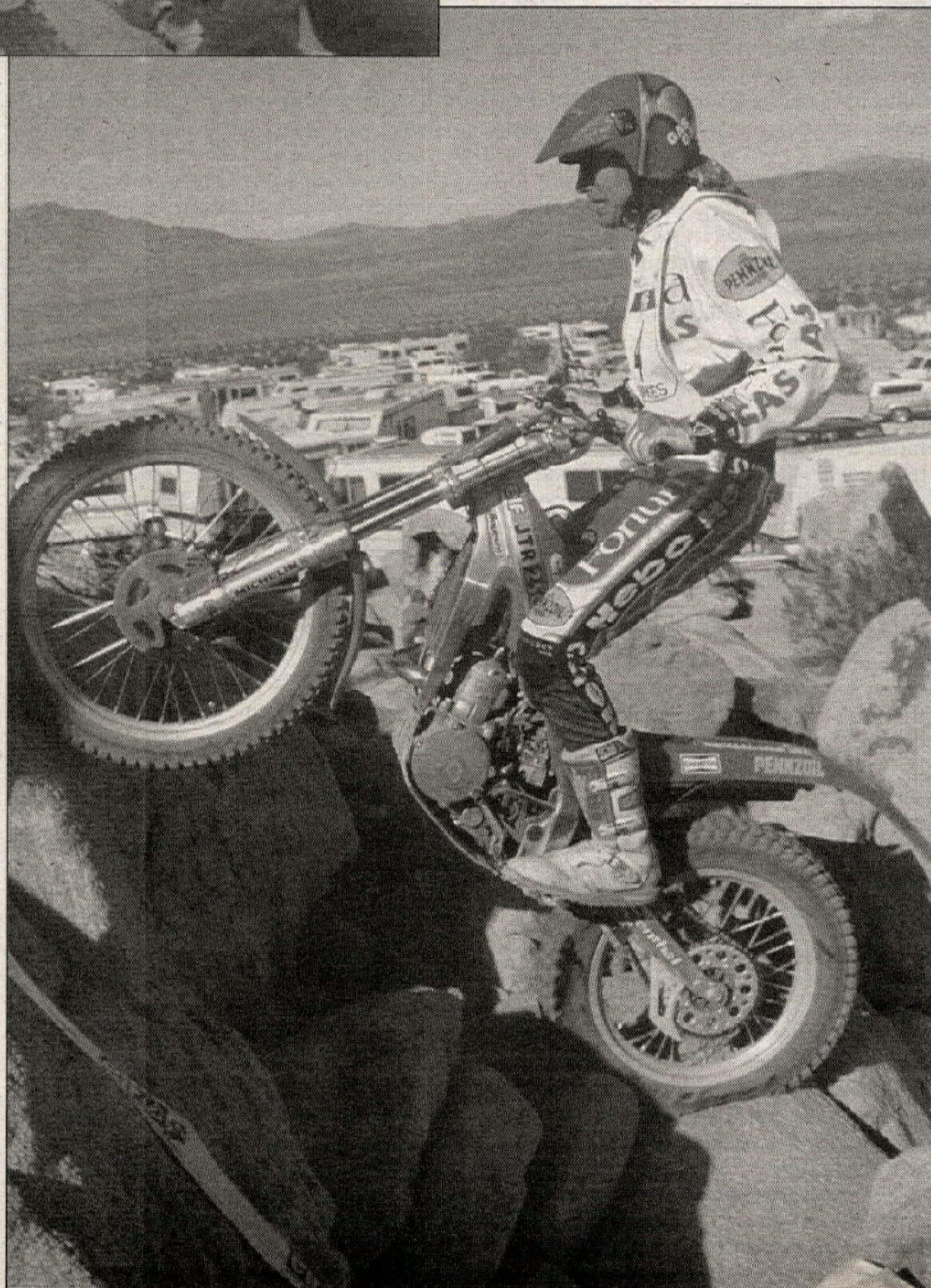
"The whole event came down to the last section," said Aaron, who entered the last section of the day in need of a clean to win the event. "I really had to fight for that last clean. El Trial de

Espana is a neat event, and I'm proud to say that I've now won it twice."

Considered to be the largest non-National trials happening of the year, El Trial de Espana is now in its 26th running. Created in 1970 by trials enthusiast Fred Belair, the event was designed to help a top American rider elevate himself to the World Championship level. Until a few years ago, the ETdE raised funds to help send an American rider overseas to compete. Now, the event actually raises funds for several riders, as proceeds are donated to the American Trial des Nations team. Former World Champion Bernie Schreiber reigns as the event's winningest rider with seven victories, while four-time winner Mark Manniko is the most successful ETdE rider still in active competition.

Promoted by the American Trials Association, this year's ETdE attracted nearly 200 entrants from across the Nation and a healthy crowd of well over 2000. Why such a large crowd at a trials event? Designed especially for the spectators and to help draw new enthusiasts into the sport, the Championship class is run in two parts - a single morning loop and an afternoon exhibition loop. This year's five exhibition sections were all laid out within walking distance of the pits, and were all of spectacular design. Big obstacles and sheer cliffs faced the riders who were bold enough to participate. So severe were the sections that several of the previous day's Championship class contenders elected not to ride. Warm weather greeted riders and spectators alike, as the irritating wind of the previous day was nowhere to be found.

Clamagirand spends a considerable amount of time practicing in the Cougar

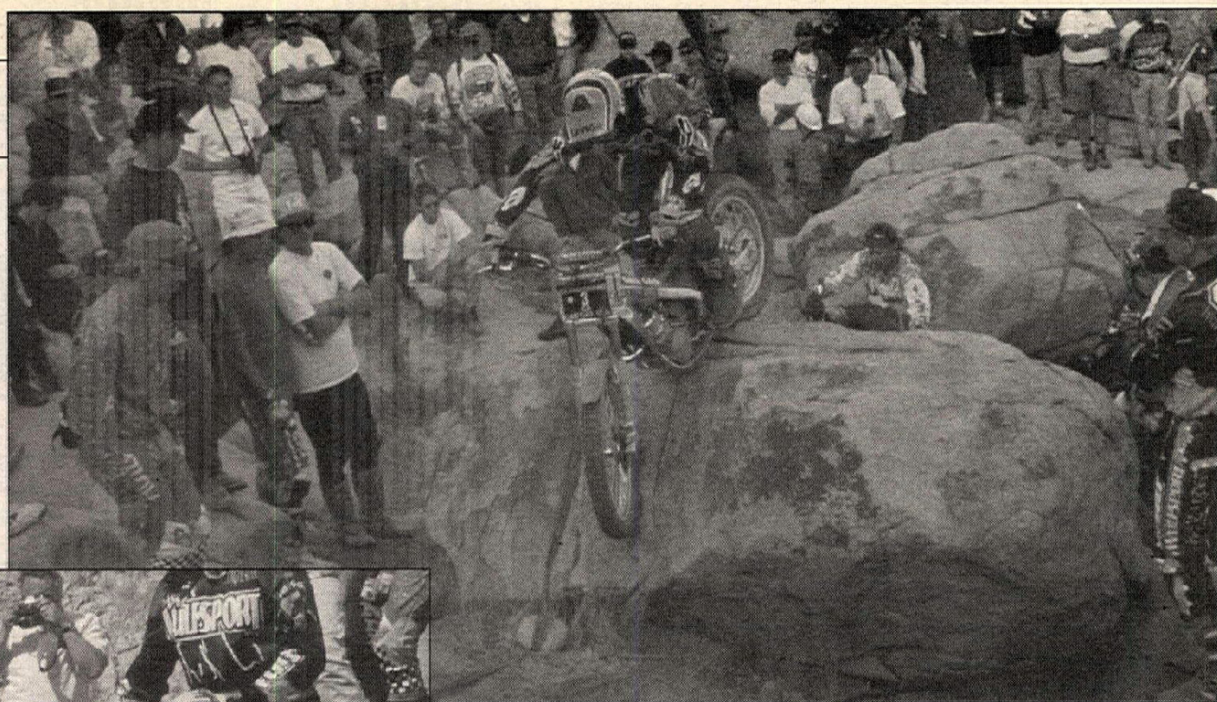


problems for a few riders, as the multi-class split cards caused some to take fives for missing markers.

"I missed a couple splits," said Moore. "You couldn't see them too good."

The first exhibition section opened with a 12-foot wall and ended with an intimidating quadruple step-down that was equally as overwhelming. Bell was the first to clean the section, but Aaron, Young and Kempkes matched his feat. Moore made it through with a two, Cla-

(Right) A healthy crowd showed up to spectate during the afternoon exhibition sections. Here, second-placed Olivier Clamagirand of Belgium negotiates exhibition section two.



(Left) Raymond Peters was one of two riders to compete in the Championship class aboard the new Scorpa Easy. Peters was admittedly a bit rusty in California, but still had his moments.

(Below) Colorado's Mark Manniko was a welcome sight at the El Trial de Espana. The popular 26-year-old came out of retirement and will contest the entire 1996 AMA/NATC National Championship Series. Manniko is a four-time ETdE winner.

magirand with a three, while the rest fived the opener.

"That wall looked a lot steeper than it was," said Moore, who appeared to be intimidated before he entered the start cards. "But the exit was steeper than it looked!"

"It was way easier than it looked," said Kempkes, who actually pulled a nose wheelie down the steep exit drop offs. "It wasn't nothing. I seen the rock. I destroyed the rock. I cleaned the rock."

Section two was a super-tricky uphill climb that no one was able to master. In fact, everyone but Aaron and Peters failed to complete the section. Aaron put his long legs to good use by taking the world's largest and longest dab as he lifted his Beta up the one particularly troublesome step, and smart-guy Peters was quick to follow suit. Clamagirand came the closest of the riders who attempted to blitz their way up the hill, and he thrilled the crowd even more when he flipped a U-turn after realizing that he wasn't going to make it. Clamagirand blasted down the rock-strewn hill faster than he had ridden up it.

"I should have stopped for the big step and tried to do it slowly," said Clamagirand. "This is a tricky section. I have never practiced in this area of Lucerne before."

The third section featured a large rock climb, and most riders scaled the obstacle at a moderate speed, making a left turn at the top. Young, meanwhile, clicked it up a gear, flew straight up the mountain and jumped over the top, nearly giving the section checker a heart attack in the process. The number-one Gas Gas USA rider exited the section with a huge nose wheelie and a smile on his face.

"Man, that was fun," he said. "Everyone else was going up so slow. I figured I would go fast and try to catch some air for the crowd."



The majority of the riders made it through the third section with no trouble, the exceptions being Manniko and Moore, both of whom received fives.

"I just spun the tire a little," said Manniko. "The sections are definitely a bit more extreme than the last time I rode an El Trial event, but I like it."

Section four and five were described as the trickiest by the riders, even though section two was the real stumper. The final trap began with a large splatter and routed riders over several more steps before exiting with a difficult triple-gap exit. Clamagirand's stranglehold on the lead went up in a puff of smoke when he fell off the tricky exit rocks and landed outside the tapes for a five.

"I do not know what happened," he said. "I knew that I needed a clean or a one to win, but when I fell off the rock I tried to keep it going on a one. The checker said that I landed outside the tapes."

Kempkes cleaned the section with his usual high-speed riding style that often makes him look out of control, but nonetheless, he wrapped up third with his crowd-pleasing ride.

Aaron's event-winning clean came after most of the others had either fived or threed the section, and at one point, it looked as if it wasn't going to happen for the reigning National Champion. Aaron lost his momentum on the triple-gap exit and was forced to bounce and throw his legs around for balance. When his control finally returned, however, he blasted up through the end cards for the win.

"I wanted to ride all the way up and out, but I got screwed up and had to pause," said Aaron. "I really had to fight for that one." CN

El Trial de Espana Lucerne, California Results: March 24, 1996

CHAMPIONSHIP: 1. Geoff Aaron (Bet) 10 points/15 cleans; 2. Olivier Clamagirand (G-G) 14/15; 3. Jess Kempkes (G-G) 14/14; 4. Ryan Young (G-G) 18/13; 5. Ryon Bell (G-G) 24/12; 6. Mike Guns (Sco) 26/11; 7. Raymond Peters (Sco) 31/10; 8. Mark Manniko (G-G) 32/11; 9. Matt Moore (G-G) 34/8.

EX: 1. Dennis Sweeten (7 points/25 cleans); 2. Ron Commo (10/23); 3. Kip Webb (12/21).

ADV A: 1. Kenny Mosteller (0 points/28 cleans); 2. B. Rowland (1/27); 3. Howard Galbreath (3/25).

ADV B: 1. Ted Gansberger (15 points/22 cleans); 2. Brian Longbons (21/19); 3. B. Davis (23/18).

INT A: 1. J. McGregor (5 points/22 cleans); 2. Mike "Racin" Krasun (10/22); 3. Rod Kempkes (10/20).

INT B: 1. M. Candellone (8 points/23 cleans); 2. M. Miller (18/17); 3. Hawley Slayton (28/16).

SPTSMN A: 1. B. Shives (3 points/26 cleans); 2. P. Paddock (4/25); 3. R. Miller (7/25).

SPTSMN B: 1. Keith Oakley (1 point/27 cleans); 2. Justin Oakley (2/26); 3. Sonny Su (3/26).

SPTSMN C: 1. J. Collins (12 points/22 cleans); 2. G. Balletore (12/20); 3. D. Fulton (13/21).

NOV A: 1. J. Johnson (2 points/27 cleans); 2. R. Humble (2/26); 3. J. Sparks (3/25).

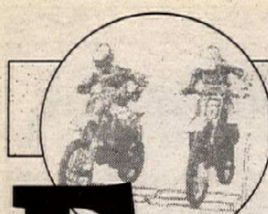
NOV B: 1. T. Materna (1 point/27 cleans); 2. M. Bledsoe (2/26); 3. Joann Galbreath (4/24).

PRESS A: 1. Donn Maeda (12 points/21 cleans); 2. Mark Kariya (13/20).

PRESS B: 1. Cameron Coatney (58 points/10 cleans).

YOUTH: 1. M. McGregor (14 points/22 cleans); 2. C. Baillie (19/21).

TRAIL BIKE: 1. S. Jordan (0 points/28 cleans).



MOTOCROSS
World Championship 250cc Motocross Series

Round 1: Spanish GP

Everts cleans up



Belgian Stefan Everts (1) got off to a good start towards defending his number-one plate. The 250cc MX World Champion won both motos in the series-opener in Spain.

lack of movement in the rear suspension which was to foil him. He also caused chaos as the battling Vohland and Beirer closed him down.

"That was real hairy," said Vohland. "Yves was riding all over the track to keep us back, and Pit and I passed and repassed several times before we found a way through. We were actually getting in each other's way."

When they eventually made it Beirer was in front and that was how it stayed.

"My race went completely to plan," said Beirer after finishing third. "In these early races I want to be in the leading group leaving turn one, and I was sixth. Then I pushed a little until I found the placing I felt comfortable in without risks, and I believe my physical strength will enable me to either advance further in the final laps or to withstand any pressure. Tallon was pushing hard again at the end, but I just made it," said Swede Jocke Karlsson, who ended up fifth.

"Demaria and Beirer got me early on, but I knew I could stay on the back of the group and push later," he said. "Unfortunately I got dirt in my goggles after 25 minutes and had vision only from one eye. By the time I had got it out, they were gone."

Demaria, down to 13th at the finish, was not the only disappointed man. Bervoets was 25th on the first lap. "Nicoll came across me out of the gate," Bervoets said. The Suzuki rider needed 25 minutes to catch up to Jaimy Scevenels in 15th, and an attempt to make an outside pass for the berm at turn two ended disastrously as the Belgians touched and Bervoets fell down.

Bervoets finally got into the scorers five minutes later when Scevenels boot strap got hooked up in the same berm and he limped off with a twisted knee.

Werner Dewit, too, had been way down in the pack at the start after getting wheelspin out of the gate on concrete hidden below the dirt, but fought hard for seventh, the final forward move being gifted to him as Rob Herring, who had ridden a solid race without risks until then, slipped off two laps from the end.

Kurt Nicoll ran with Puzar on the edge of the top 10 all race until a late mistake pushed him down to 14th. "I'm just riding so bad," said Nicoll, who was riding the new, no-link rear suspended KTM. "My arms pumped up because I got so tense, and the final mistake was when I lost the front end trying to go under Puzar. I missed Demaria at the checkered flag by a matter of inches."

Bartolini again holeshot in the second

race but cast it away on a big jump halfway around the lap and spent the rest of the moto chasing back to 12th, while teammate Chiodi, a lackluster first-moto 18th, had already gone down in a collision 20 yards out of the gate. He was 11th this time.

Bartolini's fall, and an unconnected mishap on the same jump for Karlsson. "I slid sideways on the approach and landed in the fence," said Karlsson. This dropped the Swede from fourth to 10th, left Suzukis 1-2-3 with Tragter heading Dewit and Bervoets, but Everts was lurking in their wake.

The champion was content to bide his time. The first to make a mistake was Tragter. Then Everts passed archrival Bervoets and Dewit fell under pressure. Bervoets tried hard to match Everts' pace, but one got the impression that the champion was toying with him and in the final minutes of the race Everts moved effortlessly clear.

Vohland was content to sit quietly behind them, amass a further 15 points and go home second in the standings, while surprise packet Bolley was next, albeit a long way behind.

Demaria was the star of the show in the pack. Sixteenth on lap one after a shocking start, he was fifth with 20 minutes to go, having unceremoniously bumped Herring out of the way. "He just ran straight into me and smashed my leg against the bike," said Herring.

His sights on Bolley's fourth, Demaria experienced déjà vu. The shock blew again and by the finish he was out of the points in 16th.

Beirer had gone down on the first lap. He said, "I was about 10th and riding full bore in the uphill right-hander when somebody slammed into the swingarm, and I ended up doing a endo. That wasn't part of my plan."

The German's strength showed in the closing stages as he was able to advance to 10th, having been 13th with 10 minutes to go.

Teammate Scevenels crashed on the first lap, lost the front brake early on and finally admitted defeat with a flat tire on the half hour.

Nicoll had another bad ride, with a last-lap centerpunch from Chiodi making it even worse.

As far as the other Americans, in the first race Bader Manneh was 34th and Dag Boyesen, after losing a lap with a crash and having to stop to straighten the bike, 33rd. In race two they were 26th and 25th, respectively. **CN**

By Alex Hodgkinson

TALAVERA DE LA REINA, SPAIN, MAR. 24

Stefan Everts let his riding do the talking as the Belgian opened the defense of his World 250cc MX title with a devastating double win at Talavera. Now riding for the HRC RWJ Honda team, Everts drove home the point that he is, once again, a serious threat to take another championship after easily winning both motos.

Perhaps his main concern going into the series-opener was fellow countryman Marnicq Bervoets, who won both motos here last year, but the Bieffe Suzuki rider had a disastrous first moto before recovering ground with a second in race two. First-moto podium duo of Rinaldi Yamaha's Andrea Bartolini and Pamo Honda's Pit Beirer each had first-lap crashes in race two that ended any chances they had of beating Everts for overall honors. Instead, American Tallon Vohland did the next-best-thing by recording consistent 4-3 moto scores to record second overall. Third overall on the day went to Frenchman Frederic Bolley, Vohland's JHK Kawasaki teammate, while Bervoets and Bartolini completed the top five overall; Beirer ended up sixth.

Another rider capable of winning the championship, Yves Demaria of the Rinaldi Yamaha squad, had a day he had just soon forget. He collected only three points on the day after suffering shock problems in both motos.

After a minute of silence in memory of the late Donny Schmit, who had scored his final GP win at this track in 1994, nerves were taut after the long wait for the new season, particularly as

rain (on the Spanish plain) made conditions slippery. Surprisingly only Finland's Miska Aaltonen, of the Toptronic Honda team, fell in the first turn at the start of moto one. Leading the way as the pack exited the first turn was Italian Bartolini, who was chased by Vohland and Everts.

The race for the win was soon over as the defending champion - Everts - swept around both men ahead on consecutive laps, then quickly put a small distance between him and the chasers, and did no more than he needed to. The only doubt about his win could have been a technicality; with five laps to run, the countershaft sprocket guard came adrift, but the major teams have long since agreed not to protest each other for such minor infractions such as this. Rules state that this particular guard must be on the motorcycle throughout the moto.

"Stefan was just riding that bit faster than the rest of us," admitted Vohland after the race. "I felt I was on the same speed as Andrea, but it was more important to get a solid start here than take risks."

"Stefan passed us both the same place," Vohland added. "He was doing it in practice so I knew he was coming. There was a long straight with three jumps and a big berm around the turn at the end. He railed the berm, and we actually touched on the exit. He wobbled but stayed on."

Demaria came tearing out of the pack like a man on a mission to move into an advancing third behind Bartolini. The Frenchman had already thrown away his goggles passing Karlsson early on, but it was a broken shock and complete

Spanish 250 GP

Talavera de la Reina, Spain

Results: March 24, 1996 (Round 1 of 14)

MOTO 1: 1. Stefan Everts (Hon); 2. Andrea Bartolini (Yam); 3. Pit Beirer (Hon); 4. Tallon Vohland (Kaw); 5. Jocke Karlsson (Hon); 6. Frederic Bolley (Kaw); 7. Werner Dewit (Suz); 8. Rob Herring (Hon); 9. Alessandro Puzar (Hon); 10. Remy Van Rees (Kaw); 11. Pedro Tragter (Suz); 12. Marnicq Bervoets (Suz); 13. Yves Demaria (Yam); 14. Kurt Nicoll (KTM); 15. Joakim Eliasson (Yam); 16. Peter Iven (Kaw); 17. Thierry Bethys (Hon); 18. Chicco Chiodi (Yam); 19. Joshua Coppins (Suz); 20. Miska Aaltonen (Hon).

MOTO 2: 1. Stefan Everts (Hon); 2. Marnicq Bervoets (Suz); 3. Tallon Vohland (Kaw); 4. Frederic Bolley (Kaw); 5. Alessandro Puzar (Hon); 6. Pit Beirer (Hon); 7. Werner Dewit (Suz); 8. Jocke Karlsson (Hon); 9. Peter Iven (Kaw); 10. Pit Beirer (Hon); 11. Chicco Chiodi (Yam); 12. Andrea Bartolini (Yam); 13. Thierry Bethys (Hon); 14. Remy Van Rees (Kaw); 15. Kurt Nicoll (KTM); 16. Yves Demaria (Yam); 17. Joshua Coppins (Suz); 18. Leon Giesbers (KTM); 19. Daniel Obelisk (Hon); 20. Joakim Eliasson (Yam).

O/A: 1. Stefan Everts (Hon); 2. Tallon Vohland (Kaw); 3. Frederic Bolley (Kaw); 4. Marnicq Bervoets (Suz); 5. Andrea Bartolini (Yam); 6. Pit Beirer (Hon); 7. Alessandro Puzar (Hon); 8. Jocke Karlsson (Hon); 9. Werner Dewit (Suz); 10. Pedro Tragter (Suz).

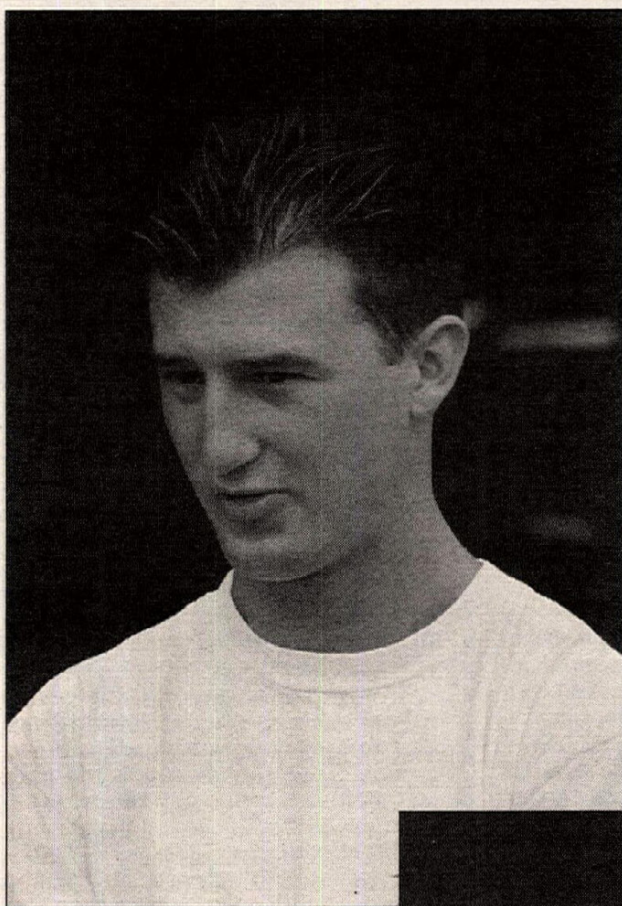
WORLD CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 1 of 14 rounds): 1. Stefan Everts (40); 2. Tallon Vohland (28); 3. Frederic Bolley (23); 4. (TIE) Marnicq Bervoets/Andrea Bartolini/Pit Beirer (21); 7. Alessandro Puzar (20); 8. (TIE) Jocke Karlsson/Werner Dewit (19).

Upcoming Rounds:

Round 2 - Valkenswaard, Holland, March 31
Round 3 - Teutschenthal, Germany, April 14

1996 Championship Point Standings

LEADERBOARD



LARRY PEGRAM

ROAD RACING

500cc WORLD CHAMPIONSHIP

(After 1 of 15 rounds)		
1. Luca Cadalora (Hon), Italy	(25/1 win)	
2. Alex Barros (Hon), Brazil	(20)	
3. Carlos Checa (Hon), Spain	(16)	
4. Scott Russell (Suz), Alghero, GA	(13)	
5. Michael Doohan (Hon), Australia	(11)	
6. Jean-Michel Bayle (Yam), France	(10)	
7. Alberto Puig (Hon), Spain	(9)	
8. Norifumi Abe (Yam), Japan	(8)	
9. Frederic Protat (Yam), France	(7)	
10. Juan Borja (Elf), Spain	(6)	

250cc WORLD CHAMPIONSHIP

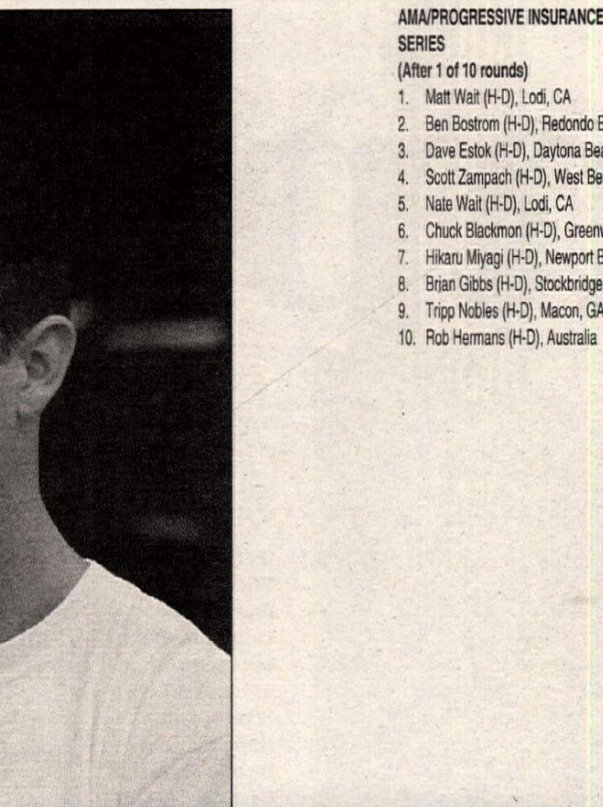
(After 1 of 15 rounds)		
1. Max Biaggi (Apr), Italy	(25/1 win)	
2. Tetsuya Harada (Yam), Japan	(20)	
3. Luis d'Antin (Hon), Spain	(16)	
4. Oliver Jacque (Hon), France	(13)	
5. J.P. Ruggia (Hon), France	(11)	
6. Nobuatsu Aoki (Hon), Japan	(10)	
7. Jurgen Fuchs (Hon), Germany	(9)	
8. Jurgen van den Goorbergh (Hon), Holland	(8)	
9. Luca Boscuro (Apr), Italy	(7)	
10. Roberto Locatelli (Apr), Italy	(6)	

125cc WORLD CHAMPIONSHIP

(After 1 of 15 rounds)		
1. Stefano Perugini (Apr), Italy	(25/1 win)	
2. Haruchika Aoki (Hon), Japan	(20)	
3. Peter Oettl (Apr), Germany	(16)	
4. Masaki Tokudome (Apr), Japan	(13)	
5. Emilio Alzamora (Hon), Italy	(11)	
6. Valentino Rossi (Apr), Italy	(10)	
7. Tomomi Manako (Hon), Japan	(9)	
8. Akira Saito (Hon), Japan	(8)	
9. Noboru Ueda (Hon), Japan	(7)	
10. Kazuto Sakata (Apr), Japan	(6)	

AMA SUPERBIKE SERIES

(After 1 of 10 rounds)		
1. Miguel Duhamel (Hon), Canada	(35/1 win)	
2. Scott Russell (Suz), Alghero, GA	(32)	
3. Colin Edwards II (Yam), Conroe, TX	(30)	
4. Pascal Picotte (Suz), Canada	(28)	
5. Doug Chandler (Kaw), Salinas, CA	(26)	
6. Steve Crevier (Hon), Canada	(25)	
7. Aaron Yates (Suz), Milledgeville, GA	(24)	
8. Tom Kipp (Yam), Chardon, OH	(23)	
9. Larry Pegram (Duc), Baltimore, OH	(22)	
10. Chris Carr (H-D), Valley Springs, CA	(21)	



DAMON BRADSHAW

KEVIN ATHERTON

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES

(After 1 of 10 rounds)		
1. Matt Wait (H-D), Lodi, CA	(36/1 win)	
2. Ben Bostrom (H-D), Redondo Beach, CA	(32)	
3. Dave Estok (H-D), Daytona Beach, FL	(30)	
4. Scott Zampach (H-D), West Bend, WI	(28)	
5. Nate Wait (H-D), Lodi, CA	(26)	
6. Chuck Blackmon (H-D), Greenwood, SC	(25)	
7. Hikaru Miyagi (H-D), Newport Beach, CA	(24)	
8. Brian Gibbs (H-D), Stockbridge, GA	(23)	
9. Tripp Nobles (H-D), Macon, GA	(22)	
10. Rob Hermans (H-D), Australia	(21)	

8. Jeff Willoh (Hon), Glendale, CA	(46/1 win)
9. David Vuillemin (Kaw), France	(45)
Pedro Gonzalez (Hon), Mexico	(45)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES

(After 1 of 13 rounds)		
1. Jeremy McGrath (Hon), Canyon Lake, CA	(50/1 win)	
2. Jeff Emig (Kaw), Riverside, CA	(44)	
3. Ryan Hughes (Kaw), Escondido, CA	(40)	
4. Damon Bradshaw (Yam), Mooresville, NC	(33)	
5. Greg Albertyn (Suz), Corona, CA	(29)	
6. Phil Lawrence (Kaw), Menifee, CA	(27)	
7. Ronnie Tichenor (Suz), Palm Harbor, FL	(26)	
Mike LaRocco (Suz), South Bend, IN	(26)	
9. Kyle Lewis (Yam), Rosamond, CA	(25)	
10. Jimmy Button (Yam), Corning, NY	(24)	

2. Patrick Garrahan (Kaw), Boulder Creek, CA	(25)
3. Steve Hatch (Suz), Ithaca, NY	(21)
4. Randy Hawkins (Suz), Travelers Rest, SC	(18)
5. Kevin Hines (CRE), East Wareham, MA	(16)
6. Larry Roeseler (Kaw), Hesperia, CA	(15)
7. Kelby Pepper (Kaw), Center, CO	(14)
8. Michael Lafferty (KTM), Millville, NJ	(13)
9. Brian Garrahan (Kaw), Boulder Creek, CA	(12)
10. Jason Dahners (KTM), Redmond, WA	(11)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES

(After 2 of 7 rounds)		
1. Paul Krause (Kaw), Irvine, CA	(50)	
2. Greg Zitterkopf (Kaw), Chino, CA	(44/1 win)	
3. Destry Abbott (KTM), Phoenix, AZ	(36)	
4. Jeff Capt (Hon), Glendora, CA	(31)	
5. Ty Davis (Kaw), Hesperia, CA	(30/1 win)	
6. Johnny Campbell (Hon), San Juan Capistrano, CA	(27)	
7. Abe Baumann (Kaw), Garden Grove, CA	(23)	
8. Todd Hoy (KTM), Long Beach, CA	(21)	
9. Steve Hengeveld (Kaw), Phelan, CA	(20)	
10. Brian Garrahan (Kaw), Huntington Beach, CA	(18)	
Craig Smith (Kaw), Brawley, CA	(18)	

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES

(After 2 of 9 rounds)		
1. Rodney Smith (Suz), Oakley, CA	(60/2 win)	
2. Brian Garrahan (Kaw), Boulder Creek, CA	(39)	
3. Jason Dahners (KTM), Redmond, WA	(38)	
4. Patrick Garrahan (Kaw), Boulder Creek, CA	(30)	
5. Eric Mashbir (Hon), Oakland, CA	(26)	
6. Steve Hatch (Suz), Ithaca, NY	(25)	
Cole Marshall (Hon), Boulder Creek, CA	(25)	
8. Scott Plessinger (KTM), Hamilton, OH	(21)	
9. Kent Howerton (KTM), Elmhurst, TX	(18)	
10. Rob Kopp (Kaw), Mica, WA	(17)	

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES

(After 1 of 10 rounds)		
1. Miguel Duhamel (Hon), Canada	(36/1 win)	
2. Mike Smith (Kaw), Canton, GA	(32)	
3. Thomas Stevens (Kaw), Sanibel Island, FL	(30)	
4. Yves Brigueot (Hon), Exton, PA	(28)	
5. Doug Toland (Hon), Buena Park, CA	(26)	
6. Steve Crevier (Hon), Canada	(25)	
7. Christian Zwedorn (Hon), Austria	(24)	
8. Jamie Bowman (Hon), Tequesta, FL	(23)	
9. Gerald Rothman Jr. (Hon), Manchester, CT	(22)	
10. Ben Bostrom (Hon), Redondo Beach, CA	(21)	

AMA/TEAMLINE 750cc SUPERSPORT SERIES

(After 1 of 10 rounds)		
1. Aaron Yates (Suz), Milledgeville, GA	(35/1 win)	
2. Pascal Picotte (Suz), Canada	(32)	
3. Doug Chandler (Kaw), Salinas, CA	(30)	
4. Michael Barnes (Suz), Boca Raton, FL	(28)	
5. Mark McDaniel (Suz), Santa Rosa, CA	(26)	
6. Mark Miller (Suz), Long Beach, CA	(25)	
7. Jason Pridmore (Kaw), Ventura, CA	(24)	
8. Jim Leslie (Suz), Ridgefield, CT	(23)	
9. Thomas Stevens (Kaw), Sanibel Island, FL	(22)	
10. Frank Wilson (Suz), Canada	(21)	

AMA 250cc GRAND PRIX SERIES

(After 1 of 10 rounds)		
1. Rich Oliver (Yam), Fresno, CA	(35/1 win)	
2. Randy Renfrow (Hon), Fredericksburg, VA	(32)	
3. Roland Sands (Yam), Long Beach, CA	(30)	
4. Bobby Keith (Yam), Redwood City, CA	(28)	
5. Mark Foster (Yam), San Juan Capistrano, CA	(26)	
6. Greg Esser (Yam), Pompano, FL	(25)	
7. Nick Ienatsch (Yam), Los Angeles, CA	(24)	
8. Perry Melnicuc (Hon), Lehigh Acres, FL	(23)	
9. Kristian Kass (Yam), Paramount, CA	(22)	
10. Jason Roth (Yam), Dublin, CA	(21)	

MOTOCROSS

AMA U.S. SUPERCROSS SERIES

(After 10 of 15 rounds)		
1. Jeremy McGrath (Hon), Canyon Lake, CA	(250/10 wins)	
2. Damon Huffman (Kaw), Acton, CA	(170)	
3. Jeff Emig (Yam), Riverside, CA	(162)	
4. Ryan Hughes (Kaw), Escondido, CA	(150)	
5. Mike LaRocco (Suz), South Bend, IN	(136)	
6. Damon Bradshaw (Yam), Mooresville, NC	(134)	
7. Phil Lawrence (Kaw), Menifee, CA	(132)	
8. Ezra Lusk (Suz), Bainbridge, GA	(124)	
9. Brian Swink (Hon), Reddick, FL	(111)	
10. Steve Lamson (Hon), Riverside, CA	(107)	

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 7 of 11 rounds)		
1. Mickael Pichon (Kaw), LeMans, France	(122/4 wins)	
2. John Dowd (Yam), Chicopee, MA	(121/1 win)	
3. Tim Ferry (Suz), Palm Harbor, FL	(118)	
4. Nathan Ramsey (Suz), Hixson, TN	(89)	
5. Scott Sheak (Suz), Hudson, NY	(78)	
6. Brian Deegan (Hon), Bellevue, NE	(77)	
7. Davey Yezek (Suz), Mount Pleasant, PA	(64)	
8. Cory Keeney (Yam), Oakdale, MN	(62)	
9. Jeff Curry (Suz), Saginaw, MI	(57)	
10. Barry Carsten, Bayville, NJ	(51)	

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES

(After 6 of 8 rounds)		
1. Kevin Windham (Yam), Baton Rouge, LA	(120/4 wins)	
2. James Dobb (Suz), Corona, CA	(105)	
3. Greg Schnell (Suz), Cucamonga, CA	(97)	
4. Kim Ashkenazi (Hon), Australia	(70)	
5. Mike Brandes (Suz), Ukiah, CA	(64)	
6. Casey Johnson (Kaw), Hesperia, CA	(55)	
7. David Pingree (Kaw), Menifee, CA	(52)	

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES

(After 1 of 13 rounds)		
1. Steve Lamson (Hon), Riverside, CA	(47/1 win)	
2. Scott Sheak (Suz), Germantown, NY	(40)	
3. Mike Brown (Hon), Gray, TN	(38)	
4. Mickael Pichon (Kaw), France	(34)	
Damon Huffman (Kaw), Acton, CA	(34)	
6. Larry Brooks (Yam), El Cajon, CA	(27)	
James Dobb (Suz), Corona, CA	(27)	
8. Brian Deegan (Hon), Menifee, CA	(26)	
9. Casey Johnson (Kaw), Riverside, CA	(24)	
Tim Ferry (Suz), Palm Harbor, FL	(24)	

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 1 of 22 rounds)		
1. Will Davis (H-D), Goldsboro, NC	(23/1 win)	
2. Rich King (Hon), Waterloo, IA	(19)	
3. Kevin Varnes (Hon), Pottstown, PA	(16)	
4. Brett Landes (Hon), Los Gatos, CA	(15)	
5. Georgie Price IV (H-D), Sicklerville, NJ	(14)	
6. Ricky Graham (Hon), Salinas Valley, CA	(13)	
7. Joe Kopp (H-D), Mica, WA	(12)	
8. Ronnie Jones (Hon), Oklahoma City, OK	(11)	
9. Kevin Atherton (H-D), White Pigeon, MI	(10)	
10. Ken Coolbeth Jr. (H-D), Warren, CT	(9)	

AMA 600cc NATIONAL CHAMPIONSHIP SERIES

(After 1 of 3 rounds)		
1. Steve Morehead (Rtx), Findlay, OH	(23/1 win)	
2. Georgie Price IV (Rtx), Sicklerville, NJ	(19)	
3. Ricky Graham (Hon), Salinas Valley, CA	(16)	
4. Rich King (Hon), Waterloo, IA	(15)	
5. Charlie Orr (Rtx), Dallas, TX	(14)	
6. Roger Durkee (Rtx), Dudley, MA	(13)	
7. Brett Landes (Rtx), Los Gatos, CA	(12)	
8. Kevin Atherton (Rtx), White Pigeon, MI	(11)	
9. Davey Camlin (Rtx), Rock Island, IL	(10)	
10. Terry Poovey (Rtx), Euless, TX	(9)	

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES

(After 1 of 9 rounds)		
1. Ty Davis (Kaw), Hesperia, CA	(30/1 win)	



RAYMOND PETERS

AMA GRAND NATIONAL CROSS COUNTRY SERIES

(After 2 of 12 rounds)		
1. Scott Summers (Hon), Petersburg, KY	(40/2 wins)	
2. Ty Davis (Kaw), Hesperia, CA	(38)	
3. Steve Hatch (Suz), Ithaca, NY	(36)	
4. Fred Andrews (Yam), Salem, OH	(30)	
5. Randy Hawkins (Suz), Travelers Rest, SC	(29)	
6. Keith Johnson (Kaw), Penbrook, MA	(28)	
7. Duane Connor (Yam), Washington, PA	(21)	
Brian Keegan (Yam), Canonsburg, PA	(21)	
9. Gene Onail (Yam), The Plains, OH	(12)	
10. Rodney Smith (Suz), Oakley, CA	(17)	

AMA/NATC National Trials Series

(After 1 of 9 rounds)		
1. Geoff Aaron (Bet), Redding, CT	(30/1 win)	
2. Ryan Young (G-G), Lexington, KY	(25)	
3. Olivier Clamagrand (G-G), Brea, CA	(21)	
4. Jess Kempkes (G-G), Lincoln, NE	(18)	
5. Mark Manniko (G-G), Boulder, CO	(16)	
6. Raymond Peters (Sco), Moreland, NY	(15)	
7. Mike Guns (Bet), Canada	(14)	
8. Matt Moore (G-G), Sapulpa, OK	(13)	
9. Dennis Sweeten (Bet), Salem, OR	(12)	
10. Ryon Bell (G-G), Canada	(11)	



MOTOCROSS
AMA Western National Four-Stroke MX Series

Round 1: Canyon Off-Road Park

Thump!



(Left) Lance Small thundered to victory in the opening round of the AMA Western National Four-Stroke Series at Canyon Off-Road Park in Phoenix, Arizona. Small swept both motos. (Below) Mike Young (273) holeshot the first Pro moto, which featured a healthy contingent of four-stroke, National and World Championship MX stars.

Fowler to the cheers of the delighted crowd.

After two practice sessions and several Support motos of local riders and the Arizona Vintage Dirt Racing Association vintage bikes, a special ceremony was held on the infield in memory of the late Donny Schmit, who would have been the defending Champion of the series. Donny's widow Kari Schmit and CCM Team Manager Mike Griggs attended the event and participated in the ceremony. Mike Young Sr. presented a plaque to Kari, who spoke briefly to the crowd about aplastic anemia, the disease that took Donny's life suddenly only a few weeks before the event. In honor of their departed comrade, the Pro riders designated one of the starting gates with a black ribbon and left it unused in a motocross version of the military "missing man" formation. A moment of silence was observed, and then it was time to go racing.

Many of the crowd of spectators had never attended an all-four-stroke motocross, and many were awed by the thunder of the big thumpers charging into the corner at the start of moto one. The Canyon track featured a fairly long start which curved slightly into a tight right-hander that dropped into a gully. At the end of the starting straight, it was Mike Young on his Russ Fletcher-built Husaberg 501 out in front. But Young drifted wide at the corner, allowing the pack to catch up, and coming out of the little ess-turn after the start it was the KTM of Small in front. Northern California's Dave Coupe and former National Champion Micky Dymond were in the hunt as well. Small, aboard one of the KTM 620 factory machines, led all laps of moto one without too much pressure, although Young closed the gap repeatedly during the 25-minute-plus-two-lap

By Hal Sanguinetti
Photos by Kinney Jones

PHOENIX, AZ, MAR. 24

AMA Professional outdoor motocross returned to Arizona for the first time in over 15 years in the form of the opening round of the AMA Western National Four-Stroke Motocross Series at Canyon Off-Road Park.

Beautiful 78-degree weather, a well-prepped track and a good-sized crowd greeted a strong field of four-stroke Pros, which included two former AMA National Champions, Micky Dymond and Chuck Sun; a former 500cc World Championship runner-up, Billy Liles; two White Brothers World 4-Stroke Champions, Mike Young and Gordon Ward; plus many of the West's top four-stroke riders, eager to prove their mettle in the newly created series.

The AMA, realizing that not only are four-strokes an important part of motocross history, but also the wave of the future in light of some recent legislation that may possibly limit the use of two-stroke machines on public land, has created the National Four-Stroke Motocross Series. It will be run in two regions, Western and Eastern, throughout the year, with a shootout set for October 20 at Muddy Creek Raceway in Blountville, Tennessee. Mike Young Sr., the founder of the "Sound of Thunder" series, has put together an eight-race schedule that will include the White Brothers 4-Stroke World Championships late in April; both the Hangtown and Glen Helen, California, AMA Nationals; the Mammoth Mountain Motocross; the Washougal Washington, AMA National and two independent



races at Boise, Idaho, and Grand Junction, Colorado.

Over 1000 enthusiastic spectators enjoyed the opening day, many of them having raced in the Amateur program on Saturday, where windy conditions dried the track and made for somewhat of a dust problem. But host track promoters Whiplash Motorsports worked into the early morning hours to create the surface for Sunday's National.

"I was pleased with the track," related winner Lance Small in a post-race interview. "There was traction anywhere, even on the rocks, which weren't the problem I was told they might be.

We all had a good time here and really appreciate the people of Arizona hosting this event."

The only controversy of the day revolved around the AMA 105db sound limit. Only the Husabergs passed the test, and all the others were warned to meet the limit before the second round next month.

CCM started the festive atmosphere off with a bang as they chartered a helicopter to fly in their three team riders just before practice. The big, six-passenger chopper circled the facility once and then eased onto the infield to deposit Billy Liles, Gordon Ward and Terry

race. Lap two saw Dymond move into third, where he would remain to the end even though dogged by CCM rider Ward for the rest of the moto. Dymond rode a Husaberg 501 while Award was astride a larger CCM 600 that had been built by George Earl of Up-Tite Husqvarna. Arizona's Drey Dircks, who is employed by Honda at its test facility in Southern California, lined up a ride through Dave Brosius on a KTM 620 and came from seventh place on the first lap to finish fourth after disposing of Terry Fowler and Coupe, who finally finished seventh behind Liles; Liles had a disappointing weekend as he did not run the

second moto. Arizona desert ace Destry Abbott rode a steady race (complete with backpack water jug) to record eighth. Abbott dropped as far back as 11th on the second lap, but kept a controlled pace to finish back inside the top 10. Ninth place went to Arizona's Robert Naughton on a Honda XR400, one of two in the field. Naughton, who was a former NMA mini star and AMA Western Division Supercross standout, hadn't ridden in nearly five years, deciding on a whim to enter the race.

"I'm doing a lot of downhill mountain biking up in Flagstaff where I live," Naughton said. "But I hadn't done any riding until a bunch of us all got the new Hondas and I thought, 'What the heck,' and entered."

Little did Robert know what kind of a day he was to have. Tenth in moto one was the other Honda XR400 of Southern California youngster E.J. Wright. The 19-year-old was the youngest and also the most daring of the field, often launching his machine further down the famous Canyon "Suicide" jump than anyone else. When asked about the head shake he got on one jump, Wright shook his head.

"Wow, that was some serious flex that time," Wright said. "It shook pretty bad - you could see it from up there?"

Between rounds was pretty much routine, with tire (and tire compound) changes being the order of the day. The second moto roared off with Ward emerging from the pack at the end of the starting straight on his white CCM. Small ran second with Dymond again in third ahead of Young. Ward crossed the finish line several lengths ahead of his followers, only to pull over to the right at the top of the hill next to the starting area.

"As I was going around that right-hander next to the start, the bars slipped all the way forward to the number plate and then back to the tank," Ward said. "I didn't have much choice and had to pull over. Then my mechanic had to run and get the 12mm tool, and by the time we got it all tight, they were gone."

Ward rejoined the race on lap six. His 4-14 tally was good for eighth overall.

Small took the lead when Ward pulled over and was never headed the rest of the day. His 1-1 score was good for a \$1300 payoff and the series lead. It didn't come without hard work, however, as about a quarter of the way through moto two, Young drove up within inches of him at the hairpin corner, possibly even touching the KTMs rear tire with his Husaberg's front tire. For Young, it was more of a symbolic gesture than a real challenge, however, as the pain from his previously injured right knee was too intense. Young's 2-2 score collected second for the day.

"I just wanted to let him know I was there," Young said. "We've got seven more races, and I know my bike has the power. I'm going to see the doctor as soon as I get home and take it easy before the White Brothers race at Glen Helen. We've got a good team and great equipment. Hey, what can I say? We all had a great time here."

Behind Young a great story was shaping up. Dymond succumbed to Young on the third lap, then held the place all the way to the 14th lap where he disappeared from the field and DNFed. Seems the engine was accidentally overfilled with an extra quart of oil and finally hydraulically locked.

Gary Dircks had started in sixth, passed Coupe on the second lap and stayed in fourth until well over halfway in the race. Brother Drey Dircks passed Gary on lap 11. Gary went on to finish fourth in the moto and 11th overall: It

was an outstanding ride for the former mini champion.

Drey Dircks, meanwhile, kept charging for the entire race. He started eighth, ran fifth to behind Gary until lap 11 and then went on to finish third for a third overall and first privateer. His mechanic also received the first-place privateer money put up by the Motorcycle Mechanics Institute of Phoenix.

"I'm pleased with the way things turned out," Drey Dircks said. "This wouldn't have been possible unless a lot of people helped me out, especially Dave Brosius, who lined up the bike deal. It was great racing with Gary again - just like the old days. But I'm glad I beat him in the final moto. And a big thanks to the Motorcycle Mechanics Institute."

Fifth in the moto and fourth overall went to Coupe, who rode another of the many KTM 620s in the race. Fowler put in his best ride of the day to finish sixth,



(Above) Young nursed a reinjured knee en route to finishing second overall. (Left) Gordon Ward (3) holeshot the second moto and led one lap before having to pull off with loose handlebars, allowing Small (hidden) to take over. Ward went on to finish eighth overall. (Below) Drey Dircks charged hard all day long and was rewarded with a third-place overall finish.

and seventh overall. Robert Naughton took a 9-7 score to the pay window for fifth overall; Abbott was sixth on the day with his 8-8. Dymond tallied a ninth and E.J. Wright garnered the final money spot at 10th.

Canyon Off-Road Park Phoenix, Arizona Results: March 24, 1995 (Round 1 of 8)

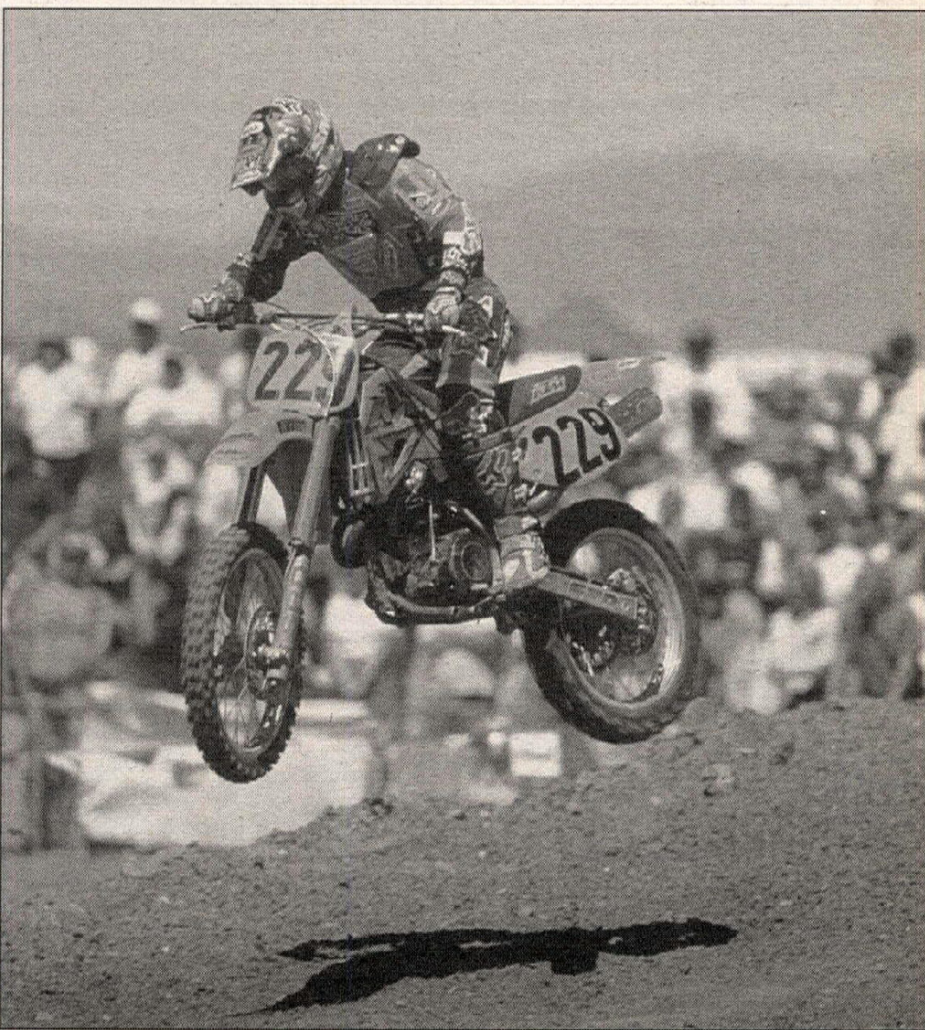
MOTO 1: 1. Lance Small (KTM); 2. Mike Young Jr. (Hbg); 3. Micky Dymond (Hbg); 4. Gordon Ward (CCM); 5. Drey Dircks (KTM); 6. Billy Liles (CCM); 7. Dave Coupe (KTM); 8. Destry Abbott (KTM); 9. Robert Naughton (Hon); 10. Eric Wright (Hon); 11. Terry Fowler (CCM); 12. Darren Oliver (Hon); 13. Steve Rawson (Hus); 14. Britt Woodring (MT); 15. David Glass (Hon); 16. Troy Kalina (Hbg); 17. Dave Bray (Hon); 18. Cliff Cook (Hbg); 19. Gary Dircks (Hbg).

MOTO 2: 1. Lance Small (KTM); 2. Mike Young Jr. (Hbg); 3. Drey Dircks (KTM); 4. Gary Dircks (Hbg); 5. Dave Coupe (KTM); 6. Terry Fowler (CCM); 7. Robert Naughton (Hon); 8. Destry Abbott (KTM); 9. Eric Wright (Hon); 10. Darren Oliver (Hon); 11. Steve Rawson (Hus); 12. David Glass (Hon); 13. Dave Bray (Hon); 14. Gordon Ward (CCM); 15. Cliff Cook (Hbg); 16. Micky Dymond (Hbg); 17. Britt Woodring (MT); 18. Troy Kalina (Hbg).

O/A: 1. Lance Small (KTM); 2. Mike Young Jr. (Hbg); 3. Drey Dircks (KTM); 4. Dave Coupe (KTM); 5. Robert Naughton (Hon); 6. Destry Abbott (KTM); 7. Terry Fowler (CCM); 8. Gordon Ward (CCM); 9. Micky Dymond (Hbg); 10. Eric Wright (Hon); 11. Gary Dircks (Hbg); 12. Darren Oliver (Hon); 13. Steve Rawson (Hus); 14. David Glass (Hon); 15. Billy Liles (CCM); 16. Troy Kalina (Hbg); 17. Britt Woodring (MT); 18. Cliff Cook (Hbg); 19. Troy Kalina (Hbg).

AMA WESTERN NATIONAL FOUR-STROKE MX SERIES POINTS STANDINGS (After 1 of 8 rounds): 1. Lance Small (25 points/1 win); 2. Mike Young Jr. (22); 3. Drey Dircks (20); 4. Dave Coupe (18); 5. Robert Naughton (16); 6. Destry Abbott (15); 7. Terry Fowler (14); 8. Gordon Ward (13); 9. Micky Dymond (12); 10. Eric Wright (11); 11. Gary Dircks (10); 12. Darren Oliver (9); 13. Steve Rawson (8); 14. David Glass (7); 15. Billy Liles (6); 16. Troy Kalina (5); 17. Britt Woodring (4); 18. Cliff Cook (3); 19. Troy Kalina (2).

Upcoming Rounds:
Round 2 - San Bernardino, CA, April 28
Round 3 - Sacramento, CA, May 5





OFF-ROAD
AMA Grand National Cross Country Series

Round 2: Hickory, North Carolina

Summers does it again



By Davey Coombs
Photos by Jay Chittenden

HICKORY, NC, MAR. 24

For the second time this year American Honda-mounted Scott Summers crossed the line in front of Kawasaki Team Green's fast man Ty Davis in a straight-up cross country race. This time Kentucky's Summers bettered California's Davis - and Suzuki's Steve Hatch - in Hickory, North Carolina, with another frenzied last-lap sprint to the finish, just as he did at the season-opener in Ocala, Florida, earlier this month.

"This was a big one," said Summers after the epic three-way battle that wasn't decided until the very end. "To beat Ty once was a great achievement - beating him two times in a row is even better."

Also nearly knocking off Davis was Suzuki's Steve Hatch, who was in contention for the win until the very end. While Davis followed the charging Summers' fast XR600 across the finish 19 seconds behind, Hatch was just two ticks behind the runner-up. Rounding out the top five in North Carolina were living off-road legend Randy Hawkins, who captains the Suzuki off-road team, and Team SCR Yamaha's Duane Conner, who hails from southwestern Pennsylvania.

"Scott got me again - what else can I say?" said Davis, 26, after the run. "He rode really well and I'm really impressed. The first two laps Scott just honed it out on that pig. I couldn't believe it! I was just going, 'Wow.'"

"Ty was riding good himself and he's learning every time he comes back here for an East Coast event," said 27-year-old Summers. "I was impressed with him. I didn't think he would even finish in the top five today. I figured Plessinger, Hawkins and Andrews would be in there."

"I just had an outstanding day but I wish I could have got those guys at the end," said American Suzuki-backed Hatch. "I just need to get by the lappers quicker in the last laps. Scott's really good at that and he's really smart, too. He put one over on Ty and I on the last lap. I guess you learn something in every race and you just have to keep improving."

The 356-rider Hickory event marked the second round of the 1996 AMA Wiseco/Yamaha/Dunlop/Answer/Braking/Acerbis Grand National Country Series and was organized by Racer Productions and the Mid-East Hare Scrambles Association. The relatively short track was a little bit on the rocky and dusty side, though a few creek crossings with soft banks made for some good spectating. It was a warm, sunny day.

"My strategy was to get away early, and I did that," said Summers. "I got myself a 30-second lead at the end of the second lap. I knew that lapped riders would play a big part at the end of the race because the track was so small, and I wanted to get people between me and everyone else. Then I got into a big bottleneck and I got stuck, and that really bummed me out because I spent so much energy to get out front."

(Right) Californian Ty Davis crossed the finish only 19 seconds behind race winner Summers.

(Above) Eventual third-place finisher Steve Hatch (10) nabs the holeshot over Duane Connor (4) Scott Plessinger (1) and Fred Andrews (3).

(Right) Scott Summers controlled the lead for much of the race, though he dropped as low as third after getting stuck on a hill after the halfway point.



"I got into the top pack there after a while because I knew if they got away I wouldn't be able to catch up," said Davis. "I definitely learned a lot today. I mean, I've never ridden anything like this before. You had to be real careful where you went."

For the better part of the race Summers, Davis and Hatch were in control of the lead positions, along with defending champion Scott Plessinger, who is a notoriously late starter but has been on the pace early this year. But halfway through the race Plessinger crashed hard and had to have medical attention. The KTM pilot dropped out of the race but was otherwise fine.

Fred Andrews had problems

throughout the day after picking up some wire in his back tire in a creek crossing. Andrews was deep in the field after the first lap but never stopped charging back through the pack. The Yamaha pilot made it up to seventh before the checkered flag fell.

Team Green's Keith Johnson was also an early threat but the GNCC rookie is still a little off the pace. Many trackside observers agree, however, that Johnson, 25, will soon be in the lead fray.

"I guess it turned out to be a really good race between me, Ty and Steve," said Summers later. "They were riding really well and we probably made some people mad at the end because we were riding really, really fast and bumping into people everywhere. All three of us were screaming our lungs out at people. I apologize to all of those guys. We were in a big hurry!"

Summers appeared to be in control of the race at the 5-mile marker of the second-to-last lap, but then became stuck on a familiar hill. "It was the exact same hill that I got stuck on the lap before that!" exclaimed American Honda/Answer/Pirelli-backed Summers. "I should have learned from that mistake but instead I ended up having both Ty and Steve pass me. I passed Steve back when he got caught behind three or four guys and I had a better line down low. He fell in behind me for a while and together we probably saved a little bit of energy. But then I just poured it on the last half of the lap. Then I was following Ty and I had a good line off to the right while he got stuck or had a lapper in front of him or something. I never saw him after that."

"I hate to be the one to have bad luck on the last lap, but this is the second race in a row that it happened," said Davis of his mistake on the same hill that cost Summers twice. "I got stuck behind some guy the same place."

"I'm not sure how Scott got by but it was probably in the traffic," said Hatch of the ominous obstacle that lapped riders became on the crowded Hickory paths. "Going up the hills was kind of like Russian roulette - you just didn't know which way to go."

"Wherever Ty goes he rides really well," Summers said of his newest rival. "He's like the new Larry Roeseler. I see why he has a lot of fans. I think it's great for the series that he's coming out and racing with us."

"I want to come back later on this year for a race that is not conflicting with the other series I'm running and try to beat him," said Davis, who has led each of the first two rounds of the series at the white flag, only to lose the lead to Summers before the all-important checkered flag. "My schedule is hectic but this is what I want to do. You know, I've done professional motocross, supercross, the enduros, hare and hound, Baja - where speeds are like 110 mph all the time - and a lot of other stuff, but GNCCs are definitely the toughest!" And with a friendly parting shot, Davis invited Summers out west for a race.

"I was hoping for better than third again, but I guess I can be satisfied with it," figured Hatch, who added that he's been doing additional training since the Ocala opener in preparation for a win. "Scott and Ty were riding really fast and we freight-trained it together. At one point Scott and I were so close together that I kind of jumped into him. I didn't mean to do that to him, but that's part of racing. At the next checkpoint I waved at him and I think he understood. That's part of the deal." Hatch then congratulated Summers and Davis on a job well done.

Local off-road hero Steve McSwain was the winner of the Open A class over Georgia's Mike Grizzle (best name in race). The 22-man 250 A class was won by Gear/Pro-Action/Sunstar/Dunlop-backed Gene Onail, who bettered fellow Ohioan Todd Morain by about four minutes.

Jim Jarrett, the Buckeye State's newest cross country ace, topped the 200 A class as Honda-mounted Joshua McClevy finished second. The Four-Stroke A group was late by versatile Barry Hawk Jr., who is the three-time consecutive quad-cycle GNCC overall champion.

The very competitive Vet A class was won by popular Slovakian visitor Jan Hrehor, who used a Yamaha to top the 16-rider thirty-something class and finish 10th overall. Finishing 15 seconds behind Hrehor in the class and overall tally was Off-Road Specialties/Shelby Motorsports/FMF-backed Vance Earl. Vet riders Tim Shephard and Tom Carson also finished in the top 20 overall. **CN**

Hickory GNCC

Hickory, North Carolina

Results: March 24, 1996 (Round 2 of 12)

O/A: 1. Scott Summers (Hon); 2. Ty Davis (Kaw); 3. Steve Hatch (Suz); 4. Randy Hawkins (Suz); 5. Duane Conner (Yam); 6. Keith Johnson (Kaw); 7. Fred Andrews (Yam); 8. Gene Onail (Kaw); 9. Brian Keegan (Yam); 10. Jan Hrehor (Yam); 11. Vance Earl (Yam); 12. Robert Bennett (Kaw); 13. Tim Shephard (Yam); 14. Todd Morain (Yam); 15. Steve McSwain (Hon); 16. Tom Carson (Suz); 17. Scott McLaughlin (Yam); 18. Barry Hawk Jr. (Suz); 19. Blaine Miller (Yam); 20. Jim Jarrett (Yam).

PRO: 1. Scott Summers (Hon); 2. Ty Davis (Kaw); 3. Steve Hatch (Suz); 4. Randy Hawkins (Suz); 5. Duane Conner (Yam).

OPEN A: 1. Steve McSwain (Hon); 2. Michael Grizzle (KTM); 3. Rodney Judson (Hon); 4. Richard Bryan (KTM); 5. Jeff Vealey (KTM).

250 A: 1. Gene Onail (Kaw); 2. Todd Morain (Yam); 3. Blaine Miller (Yam); 4. Jeff Murgel (Kaw); 5. Darius Lattea (Kaw).

200 A: 1. Jim Jarrett (Yam); 2. Joshua McClevy



(Above) After a ninth-place finish in the season-opener, Suzuki's Randy Hawkins managed to push his way to fourth overall on the day.

(Left) Yamaha's Duane Connor fought his way to a fifth-overall finish on the dusty course.



(Hon); 3. John Bennett (Yam); 4. Ronald Johnson (Hon); 5. Jeremy Berwanger (Yam).

4-STRK A: 1. Barry Hawk Jr. (Suz); 2. John Schaffer (Suz); 3. Mike Decherd (KTM); 4. Donald Bigley (Suz); 5. Don Bohn (Hus).

VET A: 1. Jan Hrehor (Yam); 2. Vance Earl (Yam); 3. Tim Shephard (Yam); 4. Tom Carson (Suz); 5. Darryl Kuenzer (Yam).

SR A: 1. Gallie Ward (Yam); 2. Rick Kresic (Suz); 3. Tom Meyers (KTM); 4. Michael Schwartz (Suz); 5. David Scottow (KTM).

S/SR: 1. Wayne Beaty (KTM); 2. Albert Chuppa Jr. (Yam); 3. Joe Lojak (Yam); 4. George Yount (Yam); 5. Michael Thompson (KTM).

OPEN B: 1. Ricky Loflin (Hon); 2. Richard Burbick (KTM); 3. Tripp Tharpe (KTM); 4. William Kaufman (KTM); 5. John Rush (KTM).

250 B: 1. Chris Hicks (KTM); 2. Jason Rankin (Yam); 3. Peter Sebelksi (Hon); 4. Timmy Luckadoo (Yam); 5. John McDonald (KTM).

200 B: 1. Robert Blalock (Yam); 2. Terry Spencer (Yam); 3. Dave Ash Jr. (Yam); 4. Isaac Ackels (Kaw); 5. Luke McNeil (KTM).

4-STRK B: 1. Ronnie Lowe (Hon); 2. Manley Bradshaw (Hsb); 3. Brad Wade (Suz); 4. Jeff Corra (Hon); 5. Ronnie Burnfield (Suz).

VET B: 1. Robert Pearson (KTM); 2. Gerald Greene (Yam); 3. Clark Munger (Suz); 4. Randy Victor Greene (KTM); 5. Steve Cooke (Yam).

SR B: 1. Robin Miller (Yam); 2. Barry Lee (Yam); 3. Steven Hashman (KTM); 4. Lee Hermansen (Suz); 5. Richard Lanning (Hon).

200 C: 1. Sonny Morabito (Suz); 2. Shane Sexton (Kaw); 3. Steven Graves (Yam); 4. Matt Beaty (Kaw); 5. Justin Conkle (Hus).

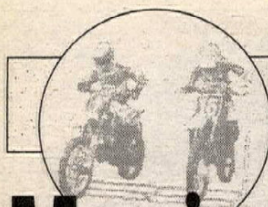
250/OPEN C: 1. Sean Hastings (Yam); 2. Cliff Perrell (Yam); 3. Chad Coleman (KTM); 4. Mike Denison (Suz); 5. Chad Jarvis (Yam).

GRAND NATIONAL CROSS COUNTRY C'SHIP POINTS (After 2 of 12 rounds): 1. Scott Summers (40/2 wins); 2. Ty Davis (38); 3. Steve Hatch (36); 4. Fred Andrews (30); 5. Randy Hawkins (29); 6. Keith Johnson (28); 7. Duane Conner (21); 8. Brian Keegan (21); 9. Gene Onail (17); 10. Rodney Smith (17); 11. Scott Plessinger (15); 12. Tim Shephard (14); 13. Guy Cooper (14); 15. Jan Hrehor (12); 16. Vance Earl (11); 17. Tom Norton (11); 18. Todd Morain (10); 19. Frank Keegan (10); 20. R. J. Bennett (9).

Upcoming Rounds:

Round 3 - Hurricane Mills, TN, April 14

Round 4 - Clarksburg, WV, April 28



MOTOCROSS
GFI Winter MX Series North/South Showdown

Final rounds: Perris Raceway

Matiashevich, Dubach deliver Southern punch



(Left) Jeff Matiashevich (1, left) grabs the holeshot over Doug Dubach (1, right) and the rest of the 250cc Pro class during the GFI Winter Series Showdown at Perris Raceway. Matiashevich won the class. Dubach claimed the 125cc Pro win and series title.

sensation Danny Carlson, who was unable to compete in the event due to injuries. "I did some serious damage to my knee in Texas," Carlson said. "It's going to be operated on next week. It could be between two and five weeks before I race again."

Bucklelew swept every moto on his Yamaha to score the class championship in both the Super Mini and 80cc Expert divisions.

Daniel Blair brought great pride to the north by posting a double-moto sweep of the 80cc Intermediate divisions. Blair was as fast or faster than many of the Experts and simply chased down and passed southern regional champ Chris Rogers in each moto.

In the end Blair was the only Northern Californian to win a championship title.

By Tony Alessi

PERRIS, CA, MAR. 23-24

All-Japan National MX Champion Jeff Matiashevich and Team O'Neal's Doug Dubach gave Southern California another GFI Winter Series Showdown victory by topping both the 250 and 125cc Pro class at Perris Raceway. The event was the final round of the GFI Winter Series that pitted many of the series' top Southern California rider against the series top racers from northern California.

Dubach's victory in the 125cc division gave him enough points to wrap up the class championship, while Matiashevich was just there to prove a point and earn some contingency cash. Donald Upton, who finished third on the day, took home the 250cc-class championship.

The one, long 250cc Pro feature saw Matiashevich take the lead from the get-go. Matiashevich rode conservatively and maintained a modest pace throughout the race and, somewhat surprisingly, did not perform any outrageous moves or clickers over the jump, something Matiashevich is famous for.

Arguably the fastest rider in the race was Honda of Troy rising star Casey Lytle, but this would not be his day. "I got out of shape in the back" resulting in a big crash, he said. Lytle's step-off at warp speed would send his Honda flying spectacularly that would drop him out the top five.

Dubach moved to second, but closing fast was hard-charging Upton who seemed to be up to the task at hand. Upton pushed Dubach and together caught the cruising Matiashevich.

In the end, though, Matiashevich kept his cool and crossed the line for the victory, inches ahead of Dubach and Upton.

Northern California's Dean Matson rode fast in fourth, while Spud Walters, Lytle, Rick Ryan, one of the North's most successful riders in the series, Ray

(Right) Justin Buckelew showed the competition his backside en route to sweeping the 80cc Expert and Super Mini divisions to claim championships in each. (Below) Cole Seely (22) and Warren Davis (5) waged war in the 50cc (4-6) class. Seely won on the day, but Davis took home the series crown.



Crumb, Carey Hart and Mario Painter rounded out the top 10.

The 125cc Pro division saw three different leaders during the course of the race. The first to take the reigns was Matson, who controlled the first five laps. Matson gave up the point to "Movie Star" Mike Metzger, who motored around Matson after starting off the moto just outside the top 10.

Metzger entertained the spectators with a full line of aerial acrobatics, including nac-nacs, can-cans and heel-clickers.

In the end, though, the air show may have lost Metzger the race, as Dubach came chasing down on the leader after taking control of second place. With just two laps to go, Dubach knocked on Metzger's back door and Metzger did not have an answer. Dubach promptly shot past Metzger and went on to take the win.

The Minicycle racing was intense as usual with Justin Buckelew - as expected - topping the rostrum in the 80cc Expert and Super Mini divisions. Buckelew got a break with the absence of Honda mini

Rogers settled for second for third after a bobble opened the door for Levi Reid, who gladly accepted second, while Devin Seeger and Michael Sleeter rounded out the top five, respectively.

Kelly Tedder had a good day in the 60cc Novice division and finished off the series on a positive note by winning both motos.

Tedder pulled the holeshot in both races then rode with precision and confidence en route to the championship.

Zac Wray was the runner-up in the first moto, but problems in the second moto left him a disappointing fourth overall behind the "Iceman" Steve Hernandez, from the north, and Fresno's Daniel Sani.

The 50cc (4- to 6-year-old) division saw Cole Seely smoke away for the first-moto win, while series points leader Warren Davis secured the second spot in front of Jonathan McCarthy.

The second moto looked like it would be another Seely runaway, but two falls left him behind Warren Davis for most of the race - but not all of it. Seely turned it up and passed Davis with two turns to go and posted the moto win. In the end, though, when all the points were tallied, Davis came out on top and was declared class champion.

Kawasaki of Riverside's Billy Clifton was crowned king of the Novice class

after he won the highly competitive 125cc Novice division.

Clifton raced to a third-place finish in the first moto behind runner-up Brian Reichel, while Dusty Walter posted the moto win with a commanding lead at the finish.

The second moto saw Walters have problems early in the race which opened the door for Clifton, who did not need an invitation. Clifton capitalized on Walters' miscue and went on for the moto win and overall victory, while Reichel finished a solid second in front of Northern Californians Justin Scullen, John Sanders and Brian Barker. **CN**

Perris Raceway
Perris, California
Results: March 23-24

50 FIRST TIMER (4-6): 1. Jessica Ciarletta (Yam); 2. Craig McClure (KTM); 3. Michael Corelli (KTM); 4. Raymond Valdez (KTM); 5. Jarrett Loop (Yam).

50 STK BEG (4-6): 1. Mike Meade (LEM); 2. Garry Miller (LEM); 3. Jason Endo (KTM).

50 MOD BEG (4-6): 1. Mike Meade (LEM); 2. Kameron Scott (KTM); 3. B.J. Bohrer (KTM).

50 STK BEG (7-8): 1. David Hough (LEM).

50 (4-6) STK: 1. Cole Seely (KTM); 2. Warren Davis (KTM); 3. Jonathan McCarthy (LEM); 4. Brian Himer (KTM); 5. Michael Perry (KTM).

50 (7-8) STK: 1. Mike Alessi (KTM); 2. Jarred Brown (KTM); 3. Sean Borkenhagen (KTM); 4. David Hough (LEM); 5. Ryan McClintock (KTM).

50 OPEN: 1. Cas Swift (LTM); 2. Travis Cecil (Yam); 3. Michael Perry (KTM); 3. B.J. Bohrer (KTM).

60 F/T: 1. Chris Moore (Kaw); 2. Anthony Charette (Kaw); 3. Bryan Brimhall (Kaw); 4. Sean Borkenhagen (Kaw); 5. Weston Peick (Kaw).

60 BEG: 1. Jarred Browne (Kaw); 2. Jeff Loop (Kaw); 3. Justin Workman (Kaw); 4. Tyson Talkington (Kaw); 5. Jeff Alessi (Kaw).

60 NOV: 1. Kelly Tedder (Kaw); 2. Steve Hernandez (Kaw); 3. Daniel Sani (Kaw); 4. Zac Wray (Kaw); 5. Shaun Connelly (Kaw).

60 INT: 1. Ryan Beat (Kaw); 2. Mike Alessi (Kaw); 3. Ty Morrow (Kaw); 4. Carlos Gonzalez (Kaw); 5. Jason Medina (Kaw).

60 OPEN: 1. Billy Swapp (Kaw); 2. Joshua Grant; 3. Jeff Loop (Kaw); 4. Justin Workman (Kaw).

80 F/T: 1. Jeff Loop (Suz).

80 BEG: 1. Joshua Grant; 2. Landon Robbins (Suz); 3. Jeremy Keiper (Suz); 4. Eric Willis (Yam); 5. Ryan Beat (Hon).

80 NOV: 1. Jason Ciarletta (Suz); 2. Billy Laninovich (Yam); 3. Ross Garcia (Yam); 4. J.J. Bonanno (Yam); 5. Jake Elkins (Kaw).

80 INT: 1. Daniel Blair (Hon); 2. Levi Reid (Yam); 3. Chris Rogers (Suz); 4. Devin Seeger (Yam); 5. Michael Sleeter (Yam).

80 OPEN: 1. Justin Buckelew (Yam); 2. Sean Hamblin (Yam); 3. Michael Young (Hon); 4. Jonathan Shimp (Hon).

80 S/MINI: 1. Justin Buckelew (Yam); 2. Sean Hamblin (Yam); 3. Michael Young (Hon); 4. Chris Rogers (Suz); 5. Levi Reid (Yam).

125 BEG: 1. Chris Monreal (Yam); 2. Shane Leyden (Suz); 3. Lee McLaughlin (Suz); 4. Garth Tarlow (Suz); 5. Cody Knauss (Suz).

125 NOV: 1. Billy Clifton (Kaw); 2. Brian Reichel (Suz); 3. Justin Scullen (Suz); 4. John Sanders (Suz); 5. Brian Barker (Suz).

125 INT: 1. Jiri Dostal (Suz); 2. Jerry Aleman (Yam); 3. Josh Tarantino (Yam); 4. Tyler Evans (Suz); 5. Doug Parsons (Suz).

125 PRO: 1. Doug Dubach (Yam); 2. Mike Metzger (Suz); 3. Casey Lytle (Hon); 4. Dean Matson (Suz); 5. Donald Upton (Suz).

250 BEG: 1. Adam Jones (Suz); 2. Craig Wirths (Yam); 3. Dominic Gaytan (Suz); 4. Gabriel Howard (Hon); 5. Todd Brown (Yam).

250 NOV: 1. Bryan Davis (Yam); 2. Justin Osborn (Kaw); 3. Vince Poff; 4. Tom Hayes (Hon); 5. Brad Schultz (Yam).

250 INT: 1. Jerry Aleman; 2. Ron Gilbert (Kaw); 3. Doug Parsons (Suz); 4. Tim Beatty (Yam); 5. Donovan Mitchell (Yam).

250 PRO: 1. Jeff Matiasovich (Kaw); 2. Doug Parsons (Yam); 3. Donald Upton (Suz); 4. Dean Watson (Suz); 5. Spud Walters (Suz).

25+ BEG: 1. Shane Leyden (Suz); 2. Craig Wirths (Yam); 3. Johnny Piper (Suz); 4. Darin Pierce (Kaw); 5. John Hockett (Yam).

25+ NOV: 1. Bryan Davis (Yam); 2. Jerry Jetton (Suz); 3. Mike Little (Suz); 4. Craig McCall (Kaw); 5. Chuck Kober (Suz).

25+ INT: 1. Mike Hodges (Suz); 2. Don Connelly (Suz); 3. Sten Rasmussen (Suz); 4. Roger Oreb (Yam); 5. Randy Danylo (Suz).

25+ EX: 1. Jim Holley (Yam); 2. Ron Gilbert (Kaw); 3. Pete Murray (Suz); 4. Jeff Fine (Yam); 5. Martin Klossner (Yam).

30+ BEG: 1. Matt Nelson (Yam); 2. Jerry Jetton (Suz); 3. Mike Little (Suz); 4. Chris Swift (Hon); 5. David Barnes (Hon).

30+ INT: 1. Randy Danylo (Suz); 2. Steve Piattoni (Suz); 3. Dominic Gaytan (Suz); 4. Scott Wilkinson (Suz); 5. Pete Stanton (Yam).

30+ PRO: 1. Robert Barnum (Suz).

30+ EX: 1. Jim Holley (Yam); 2. Pete Murray (Suz); 3. Ian Fitz-Gibbon (Suz); 4. Martin Klossner (Yam); 5. Ernie Barba (Yam).

35+ NOV: 1. Matt Nelson (Yam); 2. Jeff Eary (Suz); 3. Jerry Asher (Hon); 4. Kirk Bassett (Yam); 5. Glenn Perry (Kaw).

35+ INT: 1. Steve Piattoni (Suz); 2. Don Connelly (Suz); 3. Scott Wilkinson (Suz); 4. Jeff Giannia (Suz); 5. Jim Hanson (Hon).

40+ NOV: 1. Greg McCarthy (Hon); 2. Pete Stanton (Yam).

40+ INT: 1. Pryor Campbell; 2. Ron Ruff (Suz); 3. David Chunn (Suz); 4. W.G. Wilson (Suz); 5. Dan McClintock (Yam).

40+ EX: 1. Mark Brooks (Suz).

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1st PLACE: GNCC Round #1-OCALA, FL

DARYL CONNER, 250cc "A" Class

1st PLACE: GNCC Round #2-HICKORY, NC

SCOTT SUMMERS, Overall

1st PLACE: GNCC Round #2-HICKORY, NC

BARRY HAWKS, 4-Stroke "A" Class

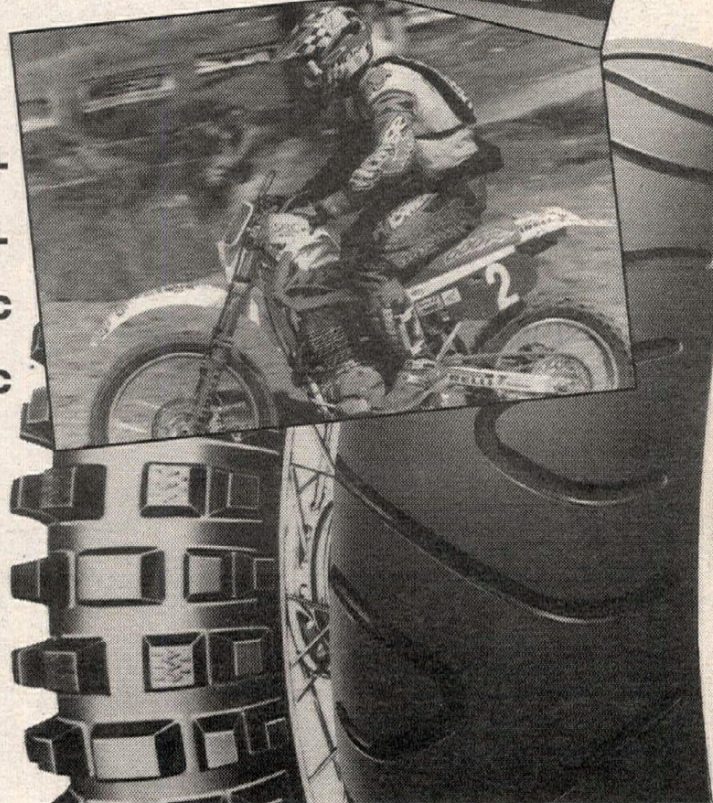
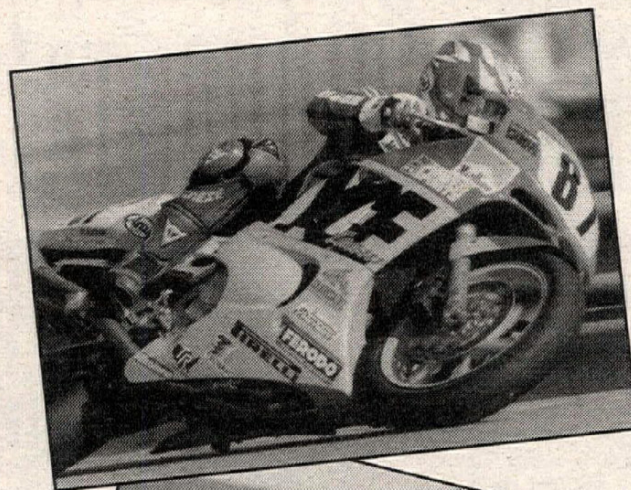
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HARE SCRAMBLE

AMA National Championship Hare Scramble Series

Round 2: Brune's Mill National HS

Smith snakes, rattles and rolls



(Left) Team Suzuki's Rodney Smith bagged his second straight win in the AMA National Hare Scrambles Series by topping the Brune's Mill National HS in Southeast Texas. Smith finished some three minutes ahead of the second-placed rider.

(Right) Jason Danners dodged both rocks and rattlers on the way to a runner-up finish in the event.

(Below) After running second in the early stages of the race, Brian Garrahan stayed upright and finished third overall on the tight, challenging, 14.7-mile course.



By Cindy Lemere

COLUMBUS, TX, MAR. 24

Former AMA National Hare Scrambles Champion Rodney Smith tallied yet another overall win during round two of the National Hare Scrambles series, the Brune's Mill National Hare Scramble, which was held on private land in Southeastern Texas.

Smith, aboard his Moose/FMF/Acerbis/EBS/Dunlop/American Suzuki RMX, grabbed the holeshot and led all the way to the checkered flag, finishing the course with only a few minutes to spare over KTM's Jason Danners.

The Columbus area hadn't seen any substantial amounts of rainfall for several months, which left the 14.7-mile track dry and dusty. Course promoters were praying for rain, and as the 11 a.m. start drew near it looked like their prayers would be answered when the skies clouded over. A fine mist filled the air but never amounted to much until the final lap when it rained steadily for about 20 minutes.

The course was laid out by the Trail Riders of Houston. Most of the more than 245 riders came to Texas expecting a wide-open ride, but what they

received had most of them wishing they had stayed home. The first few miles of the course was a tight, technical run through the woods, which filtered into "Mossy Rock Creek." The dry creek bed featured a protrusion of boulders, sharp, pointed limbs and rocks, while the ground was covered with leaves and fist-sized rocks. The next few miles wove in and out of some field sections scattered with cedar breaks and barbed wire on one side of the trail. From there the riders circled back into the interior of the course for more tight, technical woods riding that skinned the elbows off most riders, and lots of low-lying limbs that rang more than one rider's bell.

And there were other dangers, mainly of the reptilian variety. Promoters cautioned the riders and spectators to be leery of rattlesnakes. Those warnings were not issued in vain either, as several of the notoriously poisonous serpents were spotted during the event. "I came around a corner and there was this big rattler with his mouth wide open - get-

ting ready to strike," one rider said. "I just hit the gas and hit him before he bit me."

When the flag dropped it was Smith on the gas with Eric Mashbir, Danners, and Brian Garrahan - all California boys - leading the 24-rider AA class. Smith pulled ahead of the group by about 20 seconds on the first lap.

"It was kind of my game plan," said Smith. "It was real dusty, so I wanted to get a good start and see if I could just get out in front and run with it. I was a little surprised when at the end of the first lap they weren't that far behind me. We came out in the grassy section and I looked behind me and saw (Brian) Garrahan and Danners, and they weren't that far behind. On the second lap I really put on the gas to put on a big lead."

Halfway through the first lap it was still Mashbir, Danners and Brian Garrahan in tight formation. As the trio came up on a small cliff jump with a sign reading "Jump," Mashbir and Danners opted not to while Brian Garrahan pulled a surprise move and jumped over the heads of both riders to move into second. He immediately pulled away from the duo. Danners got by Mashbir and attempted to chase down Garrahan.

Garrahan maintained second for the next lap and a half as the persistent Danners dogged his every move. As the duo ripped across a big, grassy meadow, Danners began setting up a move to take over second place. At the end of the meadow, the track took a sharp left around a big tree. Garrahan overshot the turn and skidded on by as the crafty Danners braked hard, swung low to the inside and took over second.

"I concentrated hard on making no mistakes on this," Danners said. "As Garrahan skidded by, I waved at him and said, 'Follow me if you can.'"

The end of the second lap saw Smith still in the lead after a quick pit stop with Danners now in second, Garrahan third, and a steadily fading Mashbir clinging to fourth.

The top four riders held their respective positions during the final lap, but back in the pack Texas locals Kent Howerton and Clay Hoenshell had teamed up and were freight training around the course. Halfway through the last lap Howerton decided to pick up the pace. The 41-year-old former AMA National 250cc Motocross Champion pulled away from Hoenshell and sailed by Mashbir a few turns later to slip into fourth.

"I didn't know how good of shape I was in so I just rode steady for about the first two hours, and if I had any energy left, I would just ride a little harder," Howerton said. "I've got a lot of good technical skills, and I rode a smooth, incident-free race. This was a physically demanding track that really became whooped out and really rutted. I found myself sitting about 90 percent of the time."

Hoenshell also managed to pass Mashbir, although not as easily as Howerton.

"I was on the eight-mile marker when I came upon Mashbir just standing in the middle of the track," Hoenshell said. "It was real tight with trees, so I couldn't get around him. He finally picked up his bike, and in the middle of the track he jumped on it to get it started. I figured I had waited long enough and just plowed through him."

"Going into the fourth lap I was still fourth, and I just hit a wall," Mashbir said. "I just ran out of energy and started smacking quite a few trees. It started raining, and I was happy because I was so hot, and I just wanted to take my helmet off and get a little more ventilation going."

The fourth lap of what was meant to be a five-lap race was completed just three minutes shy of the three-hour mark. The course was taking leader Smith an average of 44 minutes per lap to complete, far longer than club officials expected.

"This was the tightest course I think I have ever ridden," Smith said after winning. "It was like a special test enduro. There was no room to rest, and you had to sit down a lot. I knew nobody was catching me, and I expected to finish much farther ahead than what I did."

A totally exhausted but happy Dahners finished about three minutes behind Smith.

"This course was so tight, and you had to watch out for those trees," Dahners said. "They would just rip you off your bike. The most critical section for me was Mossy Rock. I hate snakes, and the promoter was telling me about this big rattlesnake they saw down there. I made sure that I didn't fall down through there."

Brian Garrahan kept it upright to trail Dahners in a few minutes down the ladder. Howerton came in next, followed by Hoenshell. Patrick Garrahan struggled up to sixth overall ahead of a weary Mashbir, who settled for seventh.

The 250cc A class was dominated by 18-year-old Blair Bersano. The young Michigander led all the Expert classes for the entire day to claim overall Expert honors as well.

Brune's Mill
Columbus, Texas
Results: March 24, 1996 (Round 2 of 9)

AA: 1. Rodney Smith (Suz); 2. Jason Dahners (KTM); 3. Brian Garrahan (Kaw); 4. Kent Howerton (KTM); 5. Clay Hoenshell (Suz).

250 A: 1. Blair Bersano (KTM); 2. Matt Mathews (Suz); 3. Brian Canion (KTM); 4. Carlos Ungo (Yam); 5. Richard Hard (Yam).

200 A: 1. Troy Goertz (KTM); 2. Manny Garza (Yam); 3. Ryan Moss (Kaw); 4. Duane Badgley (Kaw); 5. Justin Myers (Kaw).

OPEN A: 1. Jack Bailey (Hon); 2. Scott Stidd (KTM); 3. Craig Hayes (Hus); 4. Ross Logan (Hon); 5. Dan Sell (KTM).

VET A: 1. Kelly Crenshaw (Kaw); 2. Phillip Lemere (Hon); 3. Robert Kurchner (Suz); 4. Bob Marino (Yam); 5. King Ticken (Kaw).

4-STRK A: 1. Kurt Wilcox (Hon); 2. Luis Castano (Hus); 3. Steven Rathman (KTM); 4. Jeff Solinger (Hon); 5. Glen Gerner (Hon).

40+ A: 1. Brent Dillman (KTM); 2. Charles Daley (Hon); 3. Don Fitzsimmons; 4. Charles Laurence (Yam); 5. Ronald Muson (KTM).

S/SR A: 1. Keith Ratcliff (Hon); 2. Gorman Smith (KTM); 3. Willard Root (ATK); 4. Ted Kilvington (ATK).

200 B: 1. Jody Martin (Kaw); 2. David Mauthe (Hon); 3. Shane Harmon (Hus); 4. Drew Dunbar; 5. Jeffrey Koniak (Kaw).

OPEN B: 1. Chance Guest (Kaw); 2. Joe Eastep (Yam); 3. Billy Pasinger (Hon); 4. John Middleton (Kaw); 5. Miguel Morales (Hon).

4-STRK B: 1. Chris Byrd (Hon); 2. Kevin Barry; 3. Paul Branum (Hon); 4. Jerry Sparrow Jr. (Hon).

VET B: 1. Andy Wright (Yam); 2. Christian Wicker (Hon); 3. Stephen Wright (Hon); 4. Dan Aitken; 5. Bill Smith (Hon).

40+ B: 1. Steve Stranz (Hon); 2. James Deverux (Hon); 3. Paul Daman (KTM); 4. Gregory Moss (Kaw); 5. Doug Donaldson (Hon).

50+: 1. Gordon Stoneking (Hon); 2. Jose Villegas (Hon); 3. David Sanders (Kaw).

Upcoming Rounds:
Round 3 - Hurricane Mills, TN, April 14
Round 4 - Redding, CA, April 21



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8th - Brian Gibbs

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HARE SCRAMBLE
AMA Mid-South Winter Hare Scrambles Series

Final Round: Land Between the Lakes

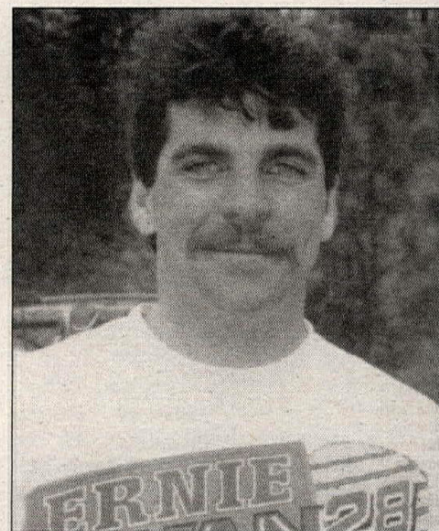
Morris' day, Blackwell's year



(Left) Mike Morris (33) and Doug Blackwell (9) battled this closely for the overall win during the final round of the AMA Mid-South Winter Hare Scrambles Series in Cadiz, Kentucky. Morris took the win, but Blackwell landed the series championship.

(Right) Former ATK factory pilot Tony Hendon won the Vet A class and nailed down his third series crown in the division.

(Below) Former Mid-South champion Robert Patterson scored a disappointing third-place finish, having to charge through the pack from a last-place start. Patterson's result cost him his shot at the title.



By Paul Michels

CADIZ, KY, MAR. 24

Kentucky's Mike Morris used his Duke's Performance Yamaha to pull out a last-lap pass and take top honors during the final round of the Mid-South Winter Hare Scrambles Series at Land Between the Lakes in Southwest Kentucky.

With just three riders having a mathematical shot at the championship title, the stage was set for an all-out, hammer-down two hours of intense racing between Sport Cycle Racing's Doug Blackwell, Morris and Sarges Suzuki-backed former series champion Robert Patterson.

Morris let his intentions be known right from the drop of the flag as he shot into an early lead with no sign of letting up. Blackwell gave chase as Patterson, Team Green/Bloomington Power Sports' Mike Sampson and Cycle Sheds KTM's John Maschino stayed close. Morris came down the long hill heading into the scoring tent with the lead. But Sampson made a wild pass on both Morris and Blackwell and took the point, only to hit a tree wide open, leaving him dazed as the rest of the Pro class passed by. Sampson remounted and soldiered on until the halfway point just to salvage points for the championship, but he was no longer a serious threat for the win.

"You know how it is," Sampson said. "I saw an opening and went for it and got pitched sideways by a root or something, and (it) spit me into that huge tree."

At the start of the second lap, Morris led with Blackwell in tow while Patterson held third until an unscheduled pit stop put him to the back of the pack.

"I caught a virus late this week and

it's been working on me," Patterson said. "I felt okay before the race, but then it hit me all at once, and I had to stop - as much as I didn't want to."

Maschino took over the third spot as Mike Cornett on his Sport Cycle Racing KTM moved into fourth.

Morris stretched his lead on the 8.9-mile course and continued out front throughout the second and third laps of the five-lap race. Blackwell stayed within sight of Morris most of the time but couldn't mount a serious challenge for the lead. Patterson moved back into third, and Maschino held fourth with Cornett in fifth. When the lead duo pitted at the end of the third lap, Blackwell was out first and attempted to build a lead.

Blackwell and Morris were keeping each other in check and doing their best to avoid the deep ruts that had formed due to the snow and rain earlier in the week. Blackwell's chance at the win was lost, however, when the pair was passing a lapped rider just two-miles from the finish. As Blackwell went outside and Morris went to the inside coming out of an open field, the lapper moved over into Blackwell's line, nearly taking him out, while Morris had the clearer path and took the lead for good.

"I guess it wasn't meant to be," Blackwell said. "All I needed to clinch the championship was a second. Morris rode a hell of a race. At one time early on I thought he was going to get away, but I managed to stay with him. He's been a tough competitor all series long. If Morris won, I'm happy for him."

Patterson came in a distant third and was not so elated, as his hopes of recapturing the title vanished with his result. Even so, he had come from last place to finish in the top three after a dismal start. Maschino and Cornett came in

fourth and fifth, respectively, after swapping positions throughout the race.

Suzuki of Paris' Tony Hendon piloted his RMX home to yet another Vet A class championship for the 1995-96 season as he outdistanced his friend and rival Scott Martin.

Four-Stroke class champion Cody Maxwell pulled the holeshot and held on to the finish for the class win over Ben Arnold, who stayed within striking distance.

In the Open A class, Mike Stinnett held off series regular John Bingham, who put in a good effort to finish second.

Chris Beard finally landed the Open B title that eluded him last season.

Steve Jordan rode to a convincing win in the 250cc A class, but it was Steve Ezell who garnered a third on the day to take the division championship.

Greg Gillian gathered in yet another 250cc B class win, and in doing so took home the title. Timmy Pool stayed close all day to take second.

Robert Dilbook outran Mike Stinson in the Vet B class. Ricky Whitely took first in the Heavy Trail division, both for the day and for the series. Teddy Havich was second in both.

Joel Byron saved the best for last as he garnered first in the Lite Trail class over Jeff Underwood.

Senior-class competitors Paul Michels and Ronnie Hackett went at it all race long with Michels getting the win.

Super Senior champ John Giles brought home yet another class win over Guy Anderson, who battled with Giles all series long.

**Land Between the Lakes
Cadiz, Kentucky**

Results: March 24, 1996 (Round 11 of 11)

PRO AA: 1. Mike Morris (Yam); 2. Doug Blackwell (Yam); 3. Robert Patterson (Suz); 4. John Maschino (KTM); 5. Mike Cornett (KTM).

250 A: 1. Steve Gordon (Kaw); 2. Tod Wilson (Yam); 3. Steve Ezell (Yam); 4. Larry Smith (Yam); 5. Jared Smith (KTM).

OPEN A: 1. Mike Stinnett (Kaw); 2. John Bingham (KTM); 3. Tod Boone (Hon); 4. Jason Jennings (Hon); 5. James Malone (KTM).

VET A: 1. Tony Hendon (Suz); 2. Scott Martin (Kaw); 3. Robert Ray Jr. (Yam); 4. Billy Hall (Yam); 5. Gary Copeland (Suz).

200 A: 1. Jared Gregg (Suz); 2. John Lenard (Kaw); 3. Barry Brazier (Kaw); 4. Darin Phillips (Kaw); 5. Greg Robinson (Kaw).

SR: 1. Paul Michels (ATK); 2. Ronnie Hackett (Suz); 3. Steve Balentine (Yam); 4. Mike Jobe (Hon); 5. Clyde Schmidt (KTM).

4-STROKE: 1. Cody Maxwell (Kaw); 2. Ken Arnold (Hon); 3. Robert Stephens (Hon); 4. Phillip Barker (Hon); 5. Eddy Taylor (Hon).

OPEN B: 1. Chris Beard (Hon); 2. Robert Leich (Kaw); 3. Roger Hendon (Hon); 4. Jason Hardin (KTM); 5. Steward Leich (Kaw).

250 B: 1. Greg Gillian (Yam); 2. Timmy Pool (Kaw); 3. Tod Richie (Kaw); 4. Tim Crain (Kaw); 5. Scott Meredith (Kaw).

200 B: 1. Tod Campbell (Kaw); 2. Rob Skipper (Kaw); 3. Ken Working (Kaw); 4. Robert Shell (Yam); 5. Clint Robinson (Kaw).

125 B: 1. Greg Thurman (Kaw); 2. Kip Haynie (Yam); 3. Donnie Rogers (Kaw); 4. Robert Clark (G-G); 5. Tod Bumpus (Suz).

VET B: 1. Robert Pillock (Kaw); 2. Mike Stinson (Hon); 3. Danny Lanet (Yam); 4. Daren Smith (Kaw); 5. Mark Wood (Hon).

L/W TRL: 1. John Byron (Hon); 2. John Underwood (Kaw); 3. Robert Frost (Hon); 4. Mike Thomas (Kaw); 5. Kevin Weis (Hon).

S/SR: 1. John Giles (Kaw); 2. Guy Anderson (Kaw); 3. Jason Dukes (Kaw); 4. Pat Freiburger (Hon); 5. John Gordon (Kaw).

RESULTS

Vintage Speed & Sport Trials Series

Round 1 Florida Motorsports Complex Ocala, FL March 6 By Matt Benson

CLSSC INT		
Richie Baulch	Was	
MOD CLSSC EX		
Matt Parsons		
Greg Carter		
Graham Foster		
Rick Hamilton		
MOD CLSSC INT		
Mike Parsley		
Mike Hyslop		
Dale Perry		
James Smith		
MOD CLSSC NOV		
Mike O'Reilly		
Sam Blanton		
Duane Bosenbark		
Paul Makynen		
John M. Louck		
PREM H/W EX	BSA	
Barry Higgins		
PREM H/W INT		
Beno Rodi	Mat	
Robert Goodpaster	Ric	
PREM H/W NOV		
Jerry Rewerts		
PREM L/W EX		
Robert Ginder Jr.	Gre	
Gerry Marshall		
Eric Kraft	Tri	
PREM L/W INT		
Dennis Brown		
Ed Britt	BSA	
Tom Boyd	BSA	
Chris Makynen	BSA	
PREM L/W NOV		
Kurt Baue	Tri	
Billy Decker		
Charles Vrotney		

Martin Beshears	Hon
Luke Yarbrough	Hon
B PROD NOV	
Luke Yarbrough	Hon
David Moser	Suz
Gregory White	Kaw
U/L TW NOV	
Carl Peltzer	Hon
Kent Mattem	Hon
Randall Swallow	Yam
CLBMN NOV	
Stacy Hadaway	Kaw
Scott Hayes	Suz
Randall Swallow	Yam
H/W NOV	
Gregory White	Kaw
M/W NOV	
Brad Dalke	Hon
L/W NOV	
Brian Surtees	Yam

Motocross Elizabeth City MC Elizabeth City, NC March 10 By Caryl Pigg

50 (4-6)		
Cody Smith		
Devon Pilkington	KTM	
50 (7-8)		
Kyle Honeycutt		
Josh Duncan		
60		
Steven Dailey		
Dean Day	Kaw	
Mark Brown	Kaw	
Todd Myers	Kaw	
Chris Slaughter	Kaw	
JR MINI		
Steven Dailey		
Todd Myers	Hon	
Chris Slaughter	Kaw	
Dean Day	Kaw	
SR MINI		
Austin Myers	Hon	
Stephen Barnes	Hon	
Brett Clark	Hon	
Matt Chenault	Hon	
Josh Dexter	Kaw	
80 D		
James Hill	Yam	
John Reid	Hon	
Joey Culotta	Hon	
125 A		
Rob McWhorter	Hon	
250 A		
Michael Desbiens	Hon	
Chris Anstead	Hon	
Devin Mustain	Kaw	
250 B		
Richard Pitschender	Hon	
Brian Howell	Suz	
S/MINI		
Austin Myers	Hon	
Josh Dexter	Kaw	
John Powell		
Ricky Wilson	Kaw	
Lance Trebble	Hon	
U/L B/C		
Wesley Kite	Suz	
Naylon LaPointe	Kaw	
Jeff Day	Yam	
250 C		
Bobby Tucker		
Gene King	Kaw	
Zack Adams	Hon	
Doug Chappell	Suz	
Clint Furrow	Hon	
250 D		
Jason Jarvis	Hon	
Paul Baber	Kaw	
William Spruill	Kaw	
Bob Barnhardt	Kaw	
Daniel Gregory	Yam	
25+ A		
Rob McWhorter	Hon	
Dwight Fraser	Kaw	
Brad Crouch	Suz	
Trey Wilkinson	Kaw	
25+ B		
James Sanchez	Yam	
35+		
John Monk	Yam	
Dave Weatherford	Hon	
Brian Trebble	Hon	
125 C		
Jason Weeks	Suz	
Wesley Kite	Suz	
Maxine LaPointe	Kaw	
Jeff Day	Yam	
Craig Holland	Hon	
30+ A		
Dwight Fraser	Kaw	
Michel Desbiens	Hon	
Brad Crouch	Suz	
John Monk	Yam	
125 D		
Frank Critchett	Suz	
Tony Bonanno	Hon	
Karl Hoffine	Suz	
Mike Lutz	Hon	
Larry Pilkington	Hon	
30+ B		
James Sanchez	Yam	
30+ C		
Robert Moore	Hon	
Dave Weatherford	Hon	
Kenny Putt	Hon	
Yvon Levesave	Hon	
Brian Trebble	Hon	

Road Racing WERA Southeast Regional Series Round 2

F-1 EX		
Lee Acree	Yam	
Bill Zearley	Kaw	
Jimmy Williams	Yam	
B/S/STK EX		
Billy Eisenacher	Yam	
Scott Carpenter	Hon	
Patrick Ludwig	Yam	
B/S/BK EX		
Billy Eisenacher	Yam	
Patrick Ludwig	Yam	
Rod Burr	Yam	
F-2 EX		
Eric Ashbaug	Yam	
Jimmy Williams	Yam	
Terry Evans	Yam	
CLBMN EX		
Daniel Levine	Yam	
Brian Surtees	Yam	
U/L TW EX		
Gary Medlin	Hon	
Mitchell Rogerson	Duc	
Mark Schmitt	Kaw	
F-1 NOV		
Mike Cicotto	Hon	
Tony L. Sawyer	Kaw	
Jason D. Ramsey	Suz	
B/S/BK NOV		
Tony L. Sawyer	Kaw	
Jason D. Ramsey	Suz	
Martin Beshears	Hon	
D/S/BK NOV		
David Boosales	Yam	
Michael Kinzer	Yam	
Carl Peltzer	Suz	
C PROD NOV		
Luke Yarbrough	Hon	
Gregory White	Kaw	
Rocky Gravelly	Hon	
A/S/STK EX		
Patrick Ludwig	Yam	
Rusty Williams	Suz	
Allen Brunham	Suz	
C/S/STK EX		
Billy Eisenacher	Yam	
Michael Conlan Jr.	Hon	
Parrish Register	Kaw	
C/S/BK EX		
Parrish Register	Kaw	
Michael Conlan Jr.	Hon	
Billy Eisenacher	Yam	
D/S/BK EX		
Brian Surtees	Yam	
Gary Medlin	Hon	
Paul D. Conner	Yam	
H/W EX		
Scott Carpenter	Yam	
M/W EX		
Lee Acree	Yam	
F-2 NOV		
Rick Boyles	Yam	
Dan Kandler	Yam	
Bram Kadonoff	Yam	
C/S/BK NOV		
Mike Cicotto	Hon	

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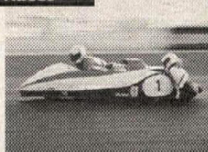
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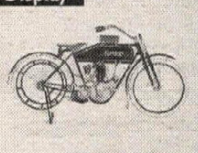
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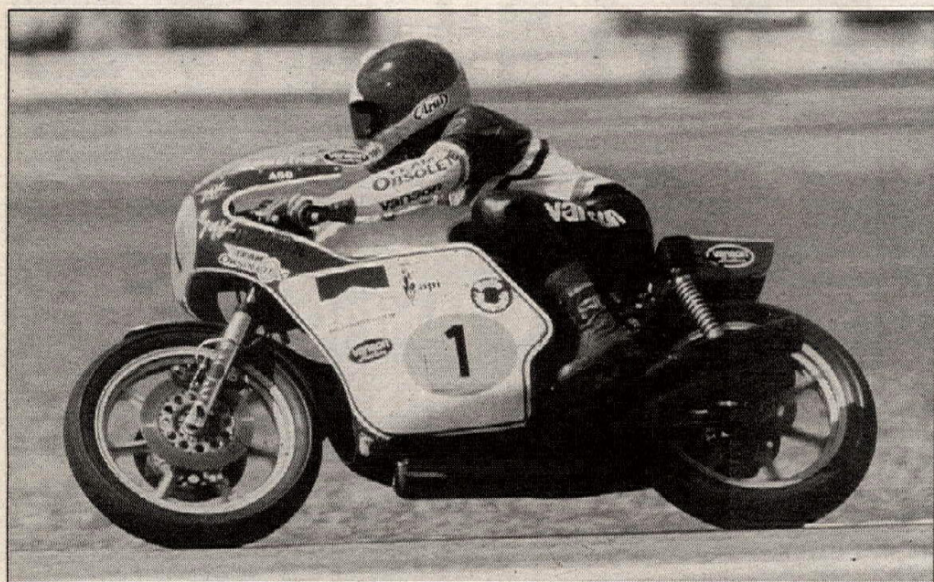
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EVENTS

Edited by Scott Rousseau



Ago returns to Daytona

By Alex Mclean
Photo by Maurice Bula

DAYTONA BEACH, FL, MAR. 4-5

Fifteen-time World Champion Giacomo Agostini was back at Daytona International Speedway for the first time in some 20-years to perform a parade lap on the howling 500cc MV Agusta he last raced to victory at the 1976 German Grand Prix. The reunion of bike and rider was made doubly significant by the fact that this pair, Ago and the MV, took the last 500cc Grand Prix win ever for a four-stroke.

The impressive program was integrated into the two days of vintage racing taking place during Daytona's Camel Motorcycle Week festivities, and masterminded by Team Obsolete's Robert Iannucci in conjunction with Jim France of Daytona International Speedway and Vanson leathers.

It was a show not soon to be forgotten. The most exotic vintage Grand Prix machinery, a 250cc six-cylinder Honda as well as the MV Agusta triples and fours, were reunited with their multi-time World Champion riders of the '60s and '70s. Jim Redman also took a lap around the fabled circuit, riding the famous 250cc six-cylinder Honda, which screamed up to 18,000 rpm on Daytona's banking.

Nobby Clark, ex-mechanic for both riders during their respective career peaks, was responsible for the restoration of these wailing multicylinder exotics, and was on hand to see them into action one more time. Don Vesco, freed from his BMW Legends obligations, was eyeing every bike in sight, finally jumping on an MV triple and other G50s and Norton Manxes. After the parade, a luncheon was served in the Vanson Leathers tent and autographs were flying from the likes of Agostini, Redman, Clark, Vesco, Dave Roper, John Cronshaw and Stewart Rogers. Dick Mann's BSA Rocket 3, victorious at Daytona in 1971, was also back and kicking, being one of the only exotics there to be raced later that day, by Cronshaw.

Two days later, at the Holiday Inn in Deland, the Team Obsolete Banquet was held, featuring Don Emde as the emcee, and Kevin Cameron as a guest speaker. After a video presentation featuring vintage footage, an Italian dinner was served in honor of racing legend Agosti-

ni, who, after dessert, went back to the good old days with Redman and filled attendees' ears with anecdotes of the past. On hand also were Clark, who received a standing ovation from the sellout crowd, Roper, Andrew Stroud (with the Britten), Cronshaw, Vanson Leathers staff and the Team Obsolete staff. It was a dynamic new event organizers hope to produce annually. **CN**

Matthews masters Old Timers Winter National Motocross

By Greg Robertson

PALMDALE, CA, MAR. 16-17

Frank Matthews won three out of four motos entered to win the Old Timers Expert class during the two-day Old Timers MX Association's Winter Nationals held at Los Angeles County Raceway.

Norm Schiel picked up the first Old Timers Expert-class win on Saturday over Matthews, Mike Ferro and Bill Blyth. Robert Fiesler holeshot moto two but was quickly swallowed up by Matthews and Schiel in their battle for the lead. Matthews and Schiel traded the lead back and forth until Schiel slowed with problems, handing Matthews the win. Ferro took second over Blyth and Scott McDonall.

Fiesler used the power of his KX500 to holeshot both motos on Sunday. Matthews got around Fiesler early in each race to score the wins. Fiesler kept close to Matthews for two second-place finishes. Ferro's 3-3 rides on Sunday gave him second overall.

Mike Webb dominated both rounds of the OTHG Pro class on Saturday. Steve Rawson, Horton and Jim Henn argued over second place with Horton coming out on top in moto one and Rawson doing the job in moto two.

Rawson grabbed the early lead during Sunday's first moto aboard his Husqvarna four-stroke and stayed out front until Webb slammed his way past after a couple of laps. Webb slid out in a corner, handing Marc Johnson the top spot. Horton held off Webb at the checkers for second.

Johnson led wire-to-wire in the final moto. Horton ran second in front of Henn and Webb. Webb slowed with unknown problems, then jumped back in a lap down and started pushing Johnson. Webb's unnecessary pressure on Johnson and course-cutting tactics left spectators booing him as Johnson took the win. Horton's consistent 2-3-2-2 finishes earned the top honors in the class.

KX125 pilot McAdam nailed the final moto holeshot over an entire field of 250cc machines. Renaux and Liston camped out on McAdam's back fender waiting for a mistake that never happened. Renaux finished behind McAdam and ahead of Liston for the overall win.

In a huge Over the Hill Gang Novice class, Tim McEntee's 2-3-6-1 scores tied Bryan Davis' 5-2-3-2. McEntee was given the overall win based on final-moto performance.

Results

OTHG BEG: 1. Ron Wigner (Yam); 2. Steve Matson (Yam); 3. Cameron Moore (Hon); 4. Eddy McEntee (Hon); 5. Rob Duncan (Yam).

OTHG BEG (38+): 1. Ryan Grosz (Kaw); 2. Chris Cumbo (Yam); 3. Bob Breach (Suz); 4. Gerald Townsend.

OTHG NOV: 1. Tim McEntee (Suz); 2. Bryan Davis (Hon); 3. David Peifer (Hon); 4. Larry Williams (Hon); 5. Scott Wheeler (Hon).

OTHG NOV (38+): 1. Rick Robert (Hon); 2. Paul Ikeda (Hon); 3. Steve Zimmerman (KTM); 4. Robert Ruder (Yam); 5. Digger Carey.



(Above left) Giacomo Agostini, reunited with the last MV Agusta he raced to Grand Prix victory, takes a few parade laps around Daytona International Speedway during Camel Motorcycle Week vintage activities.

(Above) Tim McEntee (78G) eked out the overall win in Over the Hill Gang Novice-class racing at the two-day Old Timers Motocross Association's Winter Nationals at Los Angeles County Raceway.

OTHG INT: 1. Roger Hayes (Hon); 2. Phil Means (Hon); 3. Rusty Graham (Yam); 4. Scott Davis (Suz); 5. Robert Allan (Hon).
OTHG EX: 1. Mark Sirota (Hon); 2. David Fajardo (Yam); 3. Matt Woodward; 4. Scott Berger (Yam); 5. Richard Chouinard (Hon).

OTHG PRO: 1. Mark Horton (Yam); 2. Mike Webb (Suz); 3. Jim Henn (KTM); 4. Steve Rawson (Hus); 5. Doug Schweizer (Hon).

OT NOV: 1. Bill Lombard (Hon); 2. Scott Pelkey (Hon); 3. Steve Popjoy (Kaw); 4. Larry Kirsch (Hon); 5. Bruce McCormick (Suz).

OT SR NOV: 1. Gabe Gutierrez (Hon); 2. John Webb (Hon); 3. Frank Derby (Hon); 4. Phil Blackburn (Yam); 5. Scott Walker Sr. (Hon).

OT AM: 1. Don Meiner (Yam); 2. Charles Howell (Yam); 3. Ruth Renaux (Hon); 4. Carlos Marin (Hon); 5. Steve Jennings (ATK).

OT AM SR: 1. Phil Black (Hon); 2. John Flanders (Hon); 3. Buzz Moeller (Hon); 4. Richard Bealer (Yam); 5. Jim Hollon (Suz).

OT EX: 1. Frank Mathews (Hon); 2. Mike Ferro (Hon); 3. Robert Fiesler (Kaw); 4. Scott McDonall (Hon); 5. Jim McConnell (Kaw).

OT SR EX: 1. George Spearing (Hon); 2. Hal Grady (Hon); 3. Bob-Millner (Hon); 4. Jack Allen (Kaw); 5. Keith Phillips (Kaw).

OT MS B: 1. Ken Renaux (Hon); 2. Leonard Liston (Yam); 3. Dennis McAdam (Kaw); 4. Greg Green (Hon); 5. Mike Chesbro (Hon).

OT MS A: 1. Mike Webb (Suz); 2. John Handelin (Yam).
OT SR MS: 1. Bill Carr (Hon); 2. Gary Willison (Hon); 3. Jack Kell Sr. (Hon).

125 SUP: 1. Jeremy Ferro (Hon); 2. Dean Davis (Hon); 3. Becky Gregg (Hon).
250 SUP: 1. Shawn McIntosh (Yam); 2. Jeff Mathews (Hon).

Rochester rolls at Elma Indoor Short Track

By Clay Light

ELMA, WA, MAR. 9

Kawasaki-mounted Michael Rochester has been on a roll of late during the early stages of the AMA District 27 dirt track season, and his impressive performances continued at the Elma Pavilion as he won the 60cc A and 80cc DTX classes.

Rochester rallied to the head of the pack in the 60cc A main, where he convincingly topped up-and-coming Nick Sellers for the win. In the combined 60/80cc DTX class, Rochester took the lead out of turn one and never looked back. His closest competition was again Sellers, also 60cc-mounted, while Kurt Hawk, last year's class champion, rallied to finish third.

Earlier, Hawk had impressively won the 80cc A qualifier, beating National 80cc Champ Jake Holden, but Holden stormed back in the main event, nabbing Hawk for the win. Third went Brad Smith's way, forging ahead of a fourth-place battle between Sean Light and Jerry Hansen, which went to Hansen.

Honda-mounted Dave Mahler won a shootout for the top position in the stellar Over 40 A main event, his first win of the season. Despite tough competition from Pro-Am rider Lee Jensen, and Experts Todd Tracy and Gay Beach, Mahler scored his biggest win, edging Jensen.

National number holders Chris Fitzhugh and Rex Fisher were winners during Expert preliminaries, but it was Pro-Am rider Willie Halbert taking an early lead and holding off Fitzhugh until late in the race. Fitzhugh held on for a narrow win while Halbert, Eli Price, Jason Enderson, Todd Haggman and Fisher filled the top six.

Results

OPEN PRO: 1. Chris Fitzhugh (Yam); 2. Willie Halbert (Rtx); 3. Eli Price (Rtx); 4. Jason Enderson (Rtx); 5. Todd Haggman (Rtx).

OPEN A: 1. Chris Kucklik (Hon); 2. Tim Mitchell (Yam); 3. Dave Mahler Jr. (Hon); 4. Eric Beers (Hon); 5. Frank Mock (Yam).

250 A: 1. Eric Beers (Hon); 2. George Prindiville (C-A); 3. Byron Dotson (Bul); 4. Jake Holden (Hon); 5. Walter Coffel (KTM).

A (40+): 1. Dave Mahler Sr. (Hon); 2. Lee Jensen (Rtx); 3. Tim Mitchell (Yam); 4. Gary Beach (Tri); 5. Todd Tracy (Bul).

250 (30+): 1. Robert Rosie (Suz); 2. Todd Hill (Bul); 3. Doug Anderson (Hon).

OPEN (30+): 1. Kirk Strong (Rtx); 2. Willie Halbert (Rtx); 3. Chris Kucklik (Hon).

125 A: 1. Nicky McBride (Hon); 2. Brad Smith (Kaw); 3. Sean Light (Yam).

80 A: 1. Jake Holden (Hon); 2. Kurt Hawk (Suz); 3. Brad Smith (Hon); 4. Jerry Hansen (Hon); 5. Sean Light (Suz).

60/80 DTX: 1. Michael Rochester (Kaw); 2. Nick Sellers (Kaw); 3. Kurt Hawk (Suz); 4. Jerry Hansen (Hon); 5. Amy Pruczinski (Kaw).

60 A: 1. Michael Bochester (Kaw); 2. Nick Sellers (Kaw); 3. Amy Pruczinski (Kaw); 4. Matt Bowling (Kaw); 5. Tyler Goos (Kaw).

50 SR: 1. Josh Baker; 2. Tim Haycock; 3. Jeremiah Cotuland.
VINT TW: 1. Gary Beach (Tri); 2. Bruce Fowler (Nor).
VINT SGL: 1. Ron Predmore (BSA); 2. Greg Sheard (Mat).
250 DTX: 1. Chase Gilbert (Yam).

Larson rules Ramona MX

By Homer Eubanks

RAMONA, CA, MAR. 10

A total of 169 riders competing in 32 classes took part in the California Mini Motorcycle Club's season-opener at Barona Oaks Raceway, during which Lars-Eric Larson claimed the 250cc Pro-class win.

This year marks the 23rd consecutive motocross season for the non-profit organization. As a special treat the riders were greeted with a totally redesigned race course. Other changes included Pro-class racing with 200-percent payback, four separate age classes for the Old Pharts (both A and B divisions), as well as Women's classes being offered.

Larson ruled both Pro motos with Tim Staufenbil giving him a run for the money in the second race.

In Supermini action, Billy Laninovich, Jesus Casillas and Jake Elkins set the track on fire. Laninovich holeshot with Elkins and Casillas shadowing. On the third lap Casillas was able to get by both and pull away from the battle for second. Elkins pressured Laninovich, but at the end it was Laninovich taking second. In the following moto, Laninovich again holeshot with Elkins and Casillas trailing, but during the first lap Elkins cased one of the doubles, causing Casillas to collide with him. Elkins got going right away, but Casillas stopped to check his bent brake lever. Casillas came back on the track a lap down and took up the race with Elkins. Laninovich pulled away while Elkins and Casillas fought over the position. The officials thought Casillas fought a little too hard and disqualified him. Laninovich went on for the overall with Elkins second. Ross Garcia had a 4-3 day to earn third overall.

The 80cc Beginner class comprised 21 riders. Josh Navarro blistered off the line in moto one and never looked back. Johnny Holmquist got a midpack start and had to work his way through the heavy field before taking the second spot on lap four. Scott Graham was second off the line and was able to hold third.

Navarro holeshot the second moto and Holmquist again had to sort his way through traffic. This time Holmquist managed to catch Navarro and steal the overall on the last lap.

Results

INTRO TO MX: 1. Waylon Blocher (Suz); 2. Brandon McDonald (Yam); 3. Anthony Crum (Kaw); 4. Kenny Vessels (Suz); 5. Jesse McCormack (Yam).

P/W FT: 1. Coclan Reed (KTM); 2. Nolan Shultz (Yam); 3. Christian Craig (KTM); 4. Steven Cerda (KTM); 5. Scott Blanco (Yam).

P/W STK (0-6): 1. Chase Takacs (KTM).
P/W STK (7-8): 1. Brad Masters (LEM); 2. Kevin Wade (KTM); 3. Erik Speck (KTM).

P/W MOD (0-6): 1. Chase Takacs.
JR BEG (0-8): 1. Marc Abernathy (Kaw); 2. Matt Rose (Kaw).
JR STK (0-8): 1. Tyler Keefe (Kaw); 2. Anthony Charette (Kaw); 3. Jake Bissonnette (Kaw); 4. Patrick Pennington (Kaw); 5. Kyle Spaulding (Kaw).

JR MOD (0-8): 1. Tyler Keefe (Kaw); 2. Rafael Izaguirre (Kaw); 3. Anthony Charette (Kaw); 4. Phillip Bursella (Kaw).
60 STK (9-11): 1. Ryan Beat (Kaw); 2. Shaun Connelly (Kaw); 3. Cas Swift (Kaw); 4. Zac Wray (Kaw); 5. Chris Moore (Kaw).

60 MOD (9-11): 1. Brian Thomason (Kaw).
80 BEG: 1. Johnny Holmquist (Yam); 2. Joshua Navarro (Kaw); 3. Patrick Mackaig (Yam); 4. Jay Dee Santiago (Suz); 5. Scott Graham (Kaw).

80 STK (9-11): 1. Jesus Casillas (Yam); 2. Anthony Bruscella (Suz); 3. Ryan Beat (Hon); 4. Shaun Connelly (Kaw); 5. Zac Wray (Suz).

80 NOV STK: 1. Billy Laninovich (Yam); 2. Dusten Watson (Suz); 3. Jake Elkins (Kaw); 4. Ross Garcia (Yam); 5. Matt Condon (Yam).

80 NOV MOD: 1. Ross Garcia (Yam).
S/MINI: 1. Billy Laninovich (Yam); 2. Jake Elkins (Kaw); 3. Ross Garcia (Yam); 4. Dusen Watson (Suz); 5. Brandon Hamlett (Kaw).

125 BEG: 1. Steve Clevenger (Yam); 2. Dru Blocker (Suz); 3. David Taylor (Hon); 4. Todd Clayton (Hon); 5. Bryan Frost (Suz).

125 (12-15): 1. Ron Lofton; 2. Steve Yurkovic (Kaw); 3. Travis Frink (Kaw); 4. Todd Clayton (Hon); 5. Corey Clayton (Hon).

125 (16-21): 1. Ivan Navarrete (Suz).
125 NOV STK: 1. Michael Fox (Kaw); 2. Ronnie Loftin (Hon); 3. Geoff Walters (Suz); 4. Corey Clayton (Hon); 5. Travis Frink (Kaw).

125 NOV MOD: 1. Steve Yurkovic (Kaw); 2. Kevin Royal (Hon); 3. Craig Rood (Kaw); 4. Craig Smith (Suz).

125 INT: 1. Daniel Nichols (Suz); 2. Wilson Nichols (Hon); 3. Manny Arias (Hon); 4. Frank Dato (Suz).

250 BEG: 1. Ricky Graves (Hon).
250 INT: 1. Daniel Nichols (Suz); 2. Shaun Ireland (Hon); 3. Scott Thompson (Hon); 4. Aaron McDonough (Yam).

250 PRO: 1. Lars-Erik Larson (Hon); 2. Tim Stebel (Suz); 3. Angelo Ingran (Hon).

OP A (26-29): 1. Danny Walsh (Hon).
OP A (30-34): 1. Jeff Almond (Suz); 2. Don Connelly (Suz); 3. Chris Swift (Hon); 4. Danny Almond (Suz); 5. Randy Rush (Hon).

OP A (35-39): 1. John Morton (Hon); 2. Rudy Sevilla (Suz).
OP A (40+): 1. Mike Ruhstorfer (Kaw).

OP B (26-29): 1. Roy Basin (Yam); 2. John Washburn (Hon); 3. Don Brown (Kaw); 4. Duane Webster (Hon).

OP B (30-34): 1. David Reynolds (Yam); 2. Les Abernathy (Hon); 3. Clay Johnson (KTM); 4. Pip Hancox (Hus).
OP B (35-39): 1. George Speck (Hon); 2. David Charette (KTM); 3. Jeff Paululat (Yam); 4. Ron Patterson (Hon); 5. Ron Howell (Kaw).

OP B (40+): 1. Chuck Fox (Suz); 2. Karl Scanlan (Yam); 3. Bill Bacon (Suz); 4. Pat Ireland (Yam); 5. Walter Porter (Suz).

Graves grabs Gold Cup Formula One win

By Eric Vincent

ROSAMOND, CA, MAR. 16-17

Chuck Graves returned to the Toyota Gold Cup Formula One Road Race victory podium during the third round of Willow Springs Motorcycle Club racing at Willow Springs International Raceway.

Graves was fastest off the line, two months after he broke his collarbone in a racing accident in turn nine of this track.

Curtis Adams was right behind him and Peter Christensen was in third. Between turns two and three, Adams powered past Graves and took over the lead.

At the start of lap three, Graves drafted Adams down the front straight, then passed him in turn one. But Adams was persistent, and in turn eight of the same lap he passed Graves again on the outside of the turn. Graves immediately used the draft to his advantage on the front straight and passed Adams once again. From that point on, Graves remained unchallenged.

By the midway point of the 14-lap race, Graves had developed a solid lead but Adams was losing ground to Peter Christensen. In lap eight, Christensen was right on Adams' tail and succeeded in passing in turn four. Despite his best efforts, Adams was unable to retake second. At the checkered, it was Graves with the win, Christensen in second and Adams third.

In the Coors Light/Tom Sera Racing Formula Two race, six riders began dicing for the lead off the line, but those efforts were cut short by a red-flag condition after three midpack racers crashed in turn two.

Jason Paden quickly emerged with the lead in the race restart followed by Michael Montoya and Brian Garbellini. While Paden remained unchallenged for the duration of the six-lap event, Montoya and Garbellini were side by side throughout as they battled for second.

While Montoya led for much of the time, Garbellini would regularly power his way into second while rounding the fast turn-eight sweeper. Montoya held on, however and it was Paden with the win followed by Montoya second and Garbellini third.

Results

F-1: 1. Chuck Graves (Suz); 2. Peter Christensen (Suz); 3. Curtis Adams (Suz); 4. Jason Paden (Yam); 5. Michael Montoya (Yam).
F-2: 1. Jason Paden (Yam); 2. Michael Montoya (Yam); 3.

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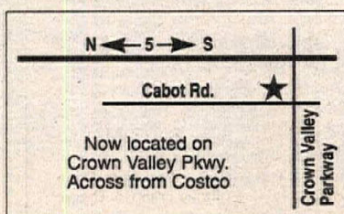
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EVENTS



(Left) Matt Moore topped the Masters class with ease at the Texas State Series doubleheader in Houston.

(Above) Steve Muscatell won the Modern Classic Expert class at the AHRMA Speed & Sports Trial in Lucerne Valley, California.

Results

Saturday

ROOKIE: 1. Willie McLaughlin (G-G); 2. Art Clingman (Yam).

NOV: 1. David Khoury (G-G); 2. Larry Phillips (G-G); 3. Mark Martin (Bet); 4. Tim Mitchell (G-G); 5. Don Johnson (Yam).

SR (40+) AM: 1. Raymond Aguirre (G-G); 2. George Naidl (Mon); 3. Ron Spinks Sr. (Mon); 4. Richard Phillip (Bet); 5. Bruce Anderson (Yam).

VET: 1. Jeff George (Hon); 2. James Wipff (Mon); INT: Clint Blanchard (G-G); 2. Robert Parks (Fan); 3. Brent Crawford (Fan); 4. Eddie Parks (G-G); 5. Don Scott (Yam).

AM: 1. Donn Maeda (Fan); 2. Mark Jenne (Sco); 3. Phil Gable (G-G); 4. Jesse Anderson (Yam); 5. Ruben Longoria (Fan).

SR (40+) PM: 1. Danny Aguirre (G-G); 2. Ron Davis (Mon); 3. Guy Stubbs (G-G); 4. Marlin Clausing (Bet); 5. Collin Platt (G-G).

SR EX: 1. Ron Batchelor (Fan); 2. Lance Simmons (Fan); 3. Gary Jackson (Bet); 4. Ray Roblin (G-G); 5. Bobby Turns (Mon).

EX: 1. Ken Phillips (Bet); 2. Shan Moore (G-G); 3. Richard Billings (G-G); 4. Kerry Anderson (Bet); 5. Mark Hogan (Fan).

MSTR: 1. Matt Moore (G-G); 2. Mike McLaughlin (G-G); 3. Ron Spinks (Bet); 4. Mark Robin (G-G); 5. Gary Woolfolk (Bet).

Sunday

ROOKIE: 1. Forrest Hayashi (G-G); 2. Willie McLaughlin (G-G); 3. A. Robin (G-G); 4. Sam Corral (Yam).

NOV: 1. Tim Mitchell (G-G); 2. Steve Donell (G-G); 3. Russ Remington (Fan); 4. David Khoury (G-G); 5. Jim Jones (G-G).

SR (40+) AM: 1. Richard Phillip (Bet); 2. Ramon Aguirre (G-G); 3. Bruce Anderson (Yam); 4. George Naidl (Mon); 5. Ron Spinks (Mon).

VET: 1. James Wipff (Mon); 2. Jeff George (Hon); INT: 1. Don Scott (Fan); 2. Brent Crawford (Fan); 3. Eddie Parks (G-G).

AM: 1. Donn Maeda (Fan); 2. Mark Jenne (Sco); 3. Phil Gable (G-G); 4. Ruben Longoria (Fan); 5. Jesse Anderson (Yam).

SR40 PM: 1. Danny Aguirre (G-G); 2. Pat Davidson (Fan); 3. Guy Stubbs (G-G); 4. Ron Davis (Mon); 5. Collin Platt (G-G).

SR EX: 1. Lane Simmons (Fan); 2. Ron Batchelor (Fan); 3. Bobby Turner (Mon); 4. Rick Keen (Fan); 5. Tom Batchelor (Fan).

EX: 1. Shan Moore (G-G); 2. Richard Billings (G-G); 3. Kerry Anderson (Bet); 4. Ken Phillips (Bet); 5. Mark Hogan (Fan).

MSTR: 1. Matt Moore (G-G); 2. Mike McLaughlin (G-G); 3. Mark Robin (G-G).

Bush blasts Lucerne Valley Vintage Trial

By Matt Hilgenberg

LUCERNE VALLEY, CA, MAR. 24

Riding in only his second trial as an Intermediate, Bultaco-mounted Rob Bush won the Modern Classics division at round two of the American Historic Racing Motorcycle Association's Speed & Sport Trials Series this weekend. Bush turned-in a "clean" card (zero points) to edge Southwest Montesa's Jed Bates, who ended the day with one point. Third after a three-point ride was Joe Lorenzen.

This was a unique event for vintage riders, as it was combined with El Trial de Espana, the modern-bike fund-raiser for the Trial des Nations team. Sections were run with the modern traps, utilizing many of the same obstacles, and the same checkers. There were two loops of 14 sections each.

Modern Classic Expert racing was also close. Steve Muscatell dropped just a single point for the win, one dab clear of first-round victor Matt Parsons. Peter Thatcher was third with a score of seven.

Charles Recasens (Kaw) topped the Modern Classic Novice charts, followed by the Montesas of Harold Heitmiller and Bill Shortridge.

The older machines were represented by Premier Lightweight Intermediate winner Brid Caveney, Rigid Expert Mike Fenner, and Coloradoan Dick Hedwall aboard a Girder Fork-class BSA.

Results

GRDR FRK EX: 1. Dick Hedwall (BSA) 17 points.

RGD EX: 1. Mike Fenner (BSA) 22.

PREM H/W INT: 1. Gary Davis (R-E) 7.

PREM H/W EX: 1. Matt Hilgenberg (Arl) 0; 2. Derek Belvoir (Vel) 1.

PREM L/W NOV: 1. Jim Cameron (BSA) 27.

PREM L/W INT: 1. Brid Caveney (Tri) 4; 2. Mike Ruppert (BSA) 40.

MDRN CLSSC NOV: 1. Charles Recasens (Kaw) 8; 2. Harold Heitmiller (Mon) 13; 3. Bill Shortridge (Mon) 21; 4. Mike Morgan, 30; 5. Steve Bibb (Bul) 50.

MDRN CLSSC INT: 1. Rob Bush (Bul) 0; 2. Jed Bates (Mon) 1; 3. Joe Lorenzen (Bul) 3; 4. Scott Chapman (Kaw) 4; 5. Barbara Martin (Yam) 7.

MDRN CLSSC EX: 1. Steve Muscatell (Hon) 1; 2. Matt Parsons (Bul) 2; 3. Peter Thatcher (Mon) 7; 4. Bob Williams Jr. (Kaw) 20; 5. C. Hulst, 35.

Turlington doubles Devils Ridge Motocross

By Jay and Sharon Hauser

SANFORD, NC, MAR. 17

Brandon Turlington pulled off a four-moto sweep of the 125 and 250cc A classes at the Devils Ridge Motocross season-opener.

Turlington was able to blast out front from the drop of the gate in both 125cc A motos and cruise to the victory untouched. Bobby Stoval took some time away from his studies to put in a strong ride to take the runner-up spot behind Turlington. Another rider on the comeback trail, Patrick Slate, rounded out the top three.

Turlington, who hails from nearby Coats, North Carolina, is very familiar with the Devils Ridge race course, and it was quite evident as he skated his way to the 250cc A first-moto win as smoothly as he had done in the 125cc A class over Slate and Chris Anstead.

Turlington's work was cut out for him in the second outing of 250cc A action as Slate was revved up and ready to go. Turlington nabbed his fourth and final holeshot on the day, with Slate pulling up tight for the first lap. Slate grew tired of having mud slung in his face and smoked past Turlington at the start of lap two, but soon started to have trouble with his goggles. Slate fought with his goggles for about half a lap before tossing them. Turlington turned up the heat and made his move back past Slate at the end of the center straight by holding on longer in a drag race to the corner. Turlington's work was over as he walked off for the second 250cc A moto win. Anstead worked up to take advantage of the ungoggled Slate, which netted him second overall on the day.

Results

50 (4-6): 1. Broc Tickle (KTM)

50 (7-8): 1. Chris Norris (LEM); 2. Ryan Fitzwater (LEM); 3. Trevor Morton (KTM); 4. Dustin Shriver (KTM).

65 (7-9): 1. Eric Brown (Kaw); 2. Samuel Fitzwater (Kaw); 3. Thomas Hayes (Kaw); 4. Joshua Schmitt (Kaw).

65 (10-11): 1. Christoph Walker (Kaw).

80 (7-11): 1. Blake Hovis (Hon); 2. Brenton Obrien (Hon).

80 (12-15): 1. Adam Overcash (Suz); 2. Jason Bryant (Yam); 3. Brandon Langdon (Yam); 4. Zach Kutschenko (Suz); 5. Ryan Hawkins (Yam).

80 D: 1. Ethan Peace (Yam); 2. Eric Brown (Cob); 3. Candance Lee (Hon); 4. Christopher Walker (Yam); 5. Michael Thomas (Kaw).

5/MINE: 1. Adam Overcash (Suz); 2. John Powell; 3. Dustin Wallace (Suz); 4. Jason Bryant (Yam).

SCHBY: 1. Brandon Hankins (Yam).

125 A: 1. Brandon Turlington (Suz); 2. Bobby Stoval (Kaw); 3. Patrick Slate (Hon).

125 B: 1. Todd Bouren (Hon); 2. Kurt Inscow (Kaw); 3. Stoner Ross (Kaw).

125 C: 1. Donald Hayes (Kaw); 2. Kyle Taylor (Hon); 3. Brandon Hawkins (Yam); 4. Barry Shiver (Kaw).

125 D: 1. Paul Latschaw (Hon); 2. Curtis McDougald (Suz); 3. Mark Murphy (Suz); 4. Chad Hooper (Yam); 5. David Love (Hon).

250 A: 1. Brandon Turlington (Suz); 2. Chris Anstead (Hon); 3. Patrick Slate (Hon).

250 B: 1. Kurt Inscow (Kaw); 2. Ryan Schafer (Hon).

250 C: 1. Barry Shiver (Kaw); 2. Richard Feidi (Kaw); 3. Steve Schryver (Yam); 4. David Richardson (Hon); 5. Earl Lee (Hon).

250 D: 1. Jarred O'Brien (Yam); 2. Stafford Gray (Hon); 3. Carl Plumley (Suz).

Moore tames Texas Trial

By Seymour Bettys

HOUSTON, TX, MARCH 15-16

Seventh-ranked National rider Matt Moore of Oklahoma ventured down to Houston for the seventh and eighth rounds of the Texas State Trials Series, and emerged with an easy pair of wins in the Master class aboard his Sinisalo-backed Gas Gas USA entry. The former High School National Champion was actually in town to spectate at the Houston round of the AMA Supercross Series but decided to use the events to tune up for the upcoming AMA/NATC National Championship Series opener in California.

Moore made quick work of the rest of the Master-class entrants as he breezed through the sections at the Gary Jackson-promoted event. Most of the traps were set in rutted dirt banks, with the exception of an exhibition section laid out in an arrangement of large wooden spools and ramps.

"The stadium section were pretty fun," said Moore, who easily bested the field on both days of competition. "They were about the biggest obstacles here. There aren't many big rocks around here."

Moore dropped only seven points on Saturday and cleaned 26 sections with apparent ease. Gas Gas rider Mike McLaughlin was second-best with 16 points and 18 cleans, while Ron Spinks' 33-point, 14-clean total was good enough for third.

Day two saw the sections laid out in a more challenging fashion, and Moore dropped 17 points. The higher level of difficulty, however, was really apparent in McLaughlin's score of 52. Mark Robin was third with 72.

Matt Moore wasn't the only Moore family member who left Texas with a smile on his face. Matt's uncle Shan aced the Expert class on the second day of competition after finishing second on Saturday. The Moore's Body Shop-sponsored rider lost to Ken Phillips on tie breakers on day one but really rose to the occasion on Sunday and whipped some butt. Moore dropped only eight points in his RBS riding pants, while runner-up Richard Billings had a 34-point total.

Brian Garbellini (Yam); 4. Cliff Tolley (Yam); 5. Larry Pasquale (Hon).

F-3: 1. Kevin Murray (Apr); 2. Roland Sands (Yam); 3. Vicky Jackson-Bell (Suz); 4. Wesley Totsubo (Hon); 5. John Ulrich (Hon).

F-40: 1. Tom Aquino (Suz); 2. Keith MacBeth (Kaw); 3. John Hilton (Duc); 4. Tom Sera (Suz); 5. Jeff Rheume (Suz).

500 S/STK: 1. Mark Stoner (Yam); 2. LaVaughn Montgomery (Yam); 3. Ross Wells (Yam); 4. Michael Shenoy (Yam); 5. John Hilton (Duc).

600 S/STK: 1. Kenny Canedo (Yam); 2. Robbie Dowie (Hon); 3. Brian Parriott (Hon); 4. Robert Yampolsky (Hon); 5. Chuck Graves (Suz).

750 S/STK: 1. Lance Holst (Suz); 2. Paul Mumford (Kaw); 3. Steve Moreno (Suz); 4. Paul Vogel (Suz); 5. Louis Cobello (Suz).

OPEN S/STK: 1. Curtis Adams (Suz); 2. Jason Catching (Suz); 3. Orlando Pablo (Suz); 4. Eric Ratza (Suz); 5. Pat Woodward (Hon).

550 S/BK: 1. Frank Aragaki (Yam); 2. Mark Stoner (Yam); 3. Ross Wells (Yam); 4. Richard Munn (Suz); 5. Michael Shenoy (Yam).

650 S/BK: 1. Robert Yampolsky (Hon); 2. Kenny Canedo (Yam); 3. Larry Pasquale (Hon); 4. Robbie Dowie (Hon); 5. Stefan Johansson (Hon).

750 S/BK: 1. Paul Harrell (Yam); 2. Lance Holst (Suz); 3. Paul Mumford (Kaw); 4. Jerry Evans Jr. (Yam); 5. Keith MacBeth (Kaw).

OPEN S/BK: 1. Peter Christensen (Suz); 2. Curtis Adams (Yam); 3. Chris Voelker (Hon); 4. John Hilton (Duc); 5. Mark Nelson (Hon).

500 MOD PROD: 1. Mark Stoner (Yam); 2. LaVaughn Montgomery (Yam); 3. Michael McNamara (Hon); 4. Kenny Kopecky (Suz); 5. John Hilton (Duc).

600 MOD PROD: 1. Kenny Canedo (Yam); 2. Larry Pasquale (Hon); 3. Brian Parriott (Hon); 4. Dave Campbell (Hon); 5. Robbie Dowie (Hon).

750 MOD PROD: 1. Lance Holst (Suz); 2. Paul Mumford (Kaw); 3. Paul Vogel (Suz); 4. Steve Moreno (Suz); 5. Kenny Kopecky (Suz).

OPEN MOD PROD: 1. Orlando Pablo (Suz); 2. Mark Nelson (Hon); 3. Bob Siebenhaar (Hon); 4. Tony Endres (Hon); 5. Stanley Bates (Hon).

BOTT L/W: 1. Richard Munn (Suz); 2. Jerry Jirkovsky (Kaw); 3. Eric Ratza (Hon); 4. James Hillier (Kaw); 5. Brian Long (Kaw).

BOTT M/W: 1. Mike Voelker (Hon); 2. Gerry Timoney (Hon); 3. Michael Dube (Hon); 4. Mick O'Field (Duc); 5. Rick Pazen (Hon).

BOTT H/W: 1. John Hilton (Duc); 2. Scott Liles (Duc); 3. Craig Cook (Duc); 4. Roger Sgarbossa (Duc); 5. Lloyd Johnson (Duc).

500 SGL: 1. Danny Farnsworth (Hon); 2. Joseph Niederst (Hon); 3. Michael McNamara (Hon); 4. Kenny Kopecky (Suz); 5. Randall Zempel (Duc).

600 SGL: 1. Stuart Knigge (Yam); 2. Wayne Isaac (Yam); 3. Steve Hill (Yam); 4. John Nielsen (Yam).

F-SGL: 1. Stuart Knigge (Yam); 2. Elliot Iverson (W-R); 3. Eric Sherrer (Hon); 4. Danny Farnsworth (Hon); 5. Trevor Dunne (Yam).

VINT: 1. Sean Robbins (Yam); 2. Craig Beecher (Yam); 3. Danny Farnsworth (Hon); 4. Scott MacAdam (Yam); 5. Michael Gottlieb (BMW).

SDCAR: 1. Heather Belletto (Kaw); 2. Kelly Bell (Suz); 3. Jerry Bettencourt (H-D).

500 NOV: 1. Dave Mason (Yam); 2. Larry Roberts (Yam); 3. Joe Cubbage (Hon); 4. Robert Herber (Hon); 5. Mark Kruse (W-R).

650 NOV: 1. Bryan Kovarick (Yam); 2. Michael Quindazzi (Hon); 3. Doron Dalal (Hon); 4. Michael Martinez (Hon); 5. Scott Simpson (Hon).

OPEN NOV: 1. Jeremy Tove (Hon); 2. Cesar Meza (Suz); 3. Long Tran (Suz); 4. Alexis Sales (Hon); 5. Steven Nazarians (Hon).

25+ A: 1. Duran Johnson (Hon).
 25+ B: 1. John Schafer (Suz).
 30+ A: 1. Vann Johnson (Hon).
 30+ C: 1. David Howerton (Hon).
 35+ 1. Bob Maner (Hon).
 40+ 1. Ike DeJager (Hon); 2 Bob Maner (Hon).
 U/L: 1. Ryan Schafer (Hon); 2 Richard Feidt (Kaw).

Randa triples Canyon Lake MX

By A.J. Waggoner

DANVILLE, IL, MAR. 10

Jimmy Randa took his Pro-Source backed Honda's to six moto wins to claim the overall's in the Over 25, 125cc A and 250cc A classes at Canyon Lake Moto-Sports first race day of the season.

Randa made the icy track conditions look easy on his way to the 250cc A moto-one win followed home by Alex Rossetto on his World of Power Sports Yamaha. The second moto was much the same with Rossetto stalling out early in the moto, allowing Randa an easy victory. Eric Trigelett came back from a hard crash for third overall, with Scott Ballard fourth.

In 125cc A action it was again Randa and Rossetto out front with Randa pulling out a lead late in the moto. In the second moto, Rossetto grabbed the holeshot with Randa back around fourth. Rossetto led until late in the race when Randa made better time through lappers to overtake Rossetto for the win.

Jim Dziak holeshot the first Over 30 A-class moto on his Service Honda, followed by fellow Service Honda rider Scott Miller. Dziak pulled a slight advantage, only to fall in a slick corner letting Miller around. The second-moto holeshot went to Miller with Dziak and Polley close behind. Miller ran into a lapper in the whoops handing the lead to Dziak. Miller came back to pass Dziak in the same whoop section to take the moto and the overall win.

The Over 35 class saw another Dziak holeshot

followed by Dan Dworzynski and Service Honda rider Greg Holman. Dworzynski took the first moto with Dziak and Holman second and third.

The second moto was Dziak's for the overall win with Holman a close second and Dworzynski third.

Jim Lafonda won both motos of a good-sized Over 30 B class. Bruce Norcutt and Greg Holman were second and third with Frank Curly and John Phillips rounding out the top five.

Results

AUTO (4-6): 1. Dillon Hall; 2. Chris Gibson; 3. Wesly Green; 4. Tyler Richardson.
 AUTO (7-8): 1. Tyler Green; 2. Jake Fricker; 3. Abby Allen.
 60: 1. Corey Roberts; 2. Chelsi Dunkleberger; 3. Travis Witherspoon; 4. Chris Sheets; 5. Jake Fricker.
 80 JR: 1. Anthony Weber; 2. Josh Polley.
 80 SR: 1. Myles Donnell; 2. Dustin Curly; 3. Zach Allen.
 SCHBY: 1. Justin Beland (14-24); 1. Kevin Hamann; 2. Bill Uliks.
 125 C: 1. Kevin Dekok; 2. Chad Cooper; 3. George Nest; 4. Derek Martin; 5. Jeremy Ritchie.
 125 B: 1. Chris Reynolds; 2. Kevin Hamann; 3. Jason Billingsly; 4. Paul Gibson; 5. Dale Benaar.
 125 A: 1. Jim Randa; 2. Alex Rossetto.
 250 C: 1. Rick Bowman; 2. Todd Devries; 3. Steve Kenworthy; 4. Mark Joseph; 5. John Wright.
 250 B: 1. Chris Reynolds; 2. Chad Heron; 3. Troy Overstreet; 4. Jason Schoolcraft.
 250 A: 1. Jim Randa; 2. Alex Rossetto; 3. Eric Trigelett; 4. Scott Ballard.
 OPEN: 1. A.J. Waggoner.
 25+ 1. Jim Randa; 2. Scott Miller; 3. Scott Ballard.
 30+ B: 1. Jim Lafonda; 2. Bruce Norcutt; 3. Greg Holman; 4. Frank Curly 5. John Phillips.
 30+ A: 1. Scott Miller; 2. Jim Dziak; 3. Cliff Polley.
 35+ 1. Jim Dziak; 2. Dan Dworzynski; 3. Greg Holman.
 40+ 1. Gary Shewhart
 VINT: 1. Tim Smith; 2. Gary Shewhart; 3. Dave Beifmann.

Hlebo crowned Enduro-Thon champ

By W.H. Spencer

SAN JOSE, CA, MAR. 17

The final round of the 1995-96 Enduro-Thon championship was decided in San Jose as Steve

Hlebo claimed the bragging rights by just three points after three races of two hours each.

John Hlebo teamed with Ryan O'Bray in the 125cc show but suffered a flat tire and garnered only two points, while brother Steve teamed up with Old Timer Steve Allen and won over Steve Mannina.

Brett Landes and Sean Lollar were the fastest pair in the 250cc extravaganza, winning over Ironman Vet John Mason, while Dan Hart teamed with Stan Smith for third. The Hlebo brothers joined forces for fourth. With only the Open show to go, the scores were close: Steve Hlebo 244, John Hlebo 238, Hart 233.

Hart teamed with his father, Dan Hart Sr., and easily went to the front of the final race. Brothers Dominic and Anthony DeMario took second and third. Steve Hlebo and Ryan Opray were way back in ninth, but that was enough to push Hlebo to the overall win ahead of the younger Hart, 253-250.

Results

O/A: 1. Steve Hlebo; 2. Dan Hart Jr.; 3. John Hlebo; 4. (TIE) Brett Landes/Scott Larson.

Lindsay stands tall at Talladega Grand Prix

By Bob Applegate

TALLADEGA, AL, MAR. 16-17

William Lindsay tore up the track at Talladega Grand Prix Raceway, taking a pair of wins, three seconds, two thirds and a fourth-place finish.

Rookie Expert Jim Albritton turned in a perfect performance in Saturday's GTO race, leading every lap. Lindsay took second after Jonathan Bolton's Suzuki dropped out with a bad fuse.

Amateurs David Callahan and Bud Lawter took first and second overall in GTU racing. Drew Lincoln took the Expert-class win.

Lindsay took Sunday's Middleweight Super-sport win, earning the top Honda contingency prize.

The Maryland-based rider then fought tooth and nail for his first win in Heavyweight Super-sport aboard his '96 GSXR750. Regional Champ Steve Reker swapped it back and forth with Lindsay with the win going to Lindsay on a last-lap pass.

Middleweight Superbike was an instant replay for 600cc racers with Lindsay jumping out to an early lead. By lap three, Lincoln took control towing Hardy and Gray. Once again Lawter hung right there with the front-running experts finishing in the top five and earning the amateur win in the combined race.

With a \$750 purse and another \$750 in Honda contingency money, the Unlimited Superbike race shaped up to be a real shoot-out. Gene Church pushed hard from the start showing a little superior power from the 900, while Bolton, Lindsay, Albritton and 600-mounted Lincoln dived for the remaining top five spots. Lindsay cruised around Bolton on lap seven for the number-two spot while Church zoomed on for the win.

Results

EX L/W GP: 1. Mark Brown (Yam); 2. Michael Myers (Hon); 3. Will Rownd (Yam).
 AM L/W GP: 1. William Lincoln (Yam); 2. Randy Ukena (Suz); 3. William Back (Yam); 4. Cynthia Bonner (Yam); 5. Levon Sherikjan (Yam).
 EX M/W GP: 1. Dave Hardy (Kaw); 2. William Lindsay (Kaw); 3. Drew Lincoln (Hon); 4. Eric Gray (Hon); 5. David Yaakov (Kaw).
 U/L GP: 1. Jonathan Bolton (Suz); 2. Steve Reker (Suz); 3. Jim Albritton (Yam); 4. Drew Lincoln (Hon); 5. Gene Church (Hon).
 EX L/W S/SPRT: 1. Will Rownd (Yam).
 AM LW SS: 1. Ken Jarmusch (Yam); 2. Marc Kingsley (Yam); 3. Pat Mooney Jr. (Yam); 4. Bradley Craddock (Kaw); 5. Levon Sherikjan (Yam).
 EX M/W S/SPRT: 1. Drew Lincoln (Hon); 2. Eric Gray (Hon); 3. Dave Hardy (Kaw); 4. William Lidsay (Kaw); 5. Alan Abercrombie (Hon).
 AM M/W S/SPRT: 1. Bud Lawter (Hon); 2. Joe Klaasen (Hon); 3. Keith Wilson (Hon); 4. Jay Hannam (Hon); 5. Marc Kingsley (Hon).

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EVENTS

EX H/W S/SPRT: 1. William Lindsay (Suz); 2. Steve Reker (Suz); 3. David Yaakov (Yam); 4. Quentin Mise (Kaw); 5. Jim Albritton (Yam).

AM H/W S/SPRT: 1. Bryon Barbour (Suz); 2. Joe Klaasen (Hon); 3. Stevan Schmid (Kaw); 4. Marc Kingsley (Hon); 5. Jay Hannam (Hon).

U/L S/SPRT: 1. Gene Church (Hon); 2. Jim Albritton (Yam); 3. Steve Reker (Suz); 4. William Lindsay (Suz); 5. Rob Wilson (Yam).

EX L/W S/TW: 1. Chris Steele (Hon); 2. Michael Myers (Hon); 3. C.J. Holmes (H-D).

AM L/W S/TW: 1. Doug Stroud (Hon); 2. Adam Mashike (Hon).

AM H/W S/TW: 1. Doug Stroud (Hon); 2. Randy Ukena (Suz).

EX H/W S/TW: 1. Chris Steele (Hon); 2. Alan Abercrombie (Bue); 3. James Sweet (Duc).

EX SOLO GTO: 1. Jim Albritton (Yam); 2. William Lindsay (Suz); 3. David Yaakov (Suz); 4. Robert Weiland (Kaw); 5. Jonathan Bolton (Suz).

AM SOLO GTO: 1. Bud Lawter (Hon); 2. David Callahan (Hon); 3. Kevin Crisler (Suz); 4. Kevin Kline (Kaw); 5. Robert Blandford (Hon).

EX SOLO GTU: 1. Drew Lincoln.

Parsons pulls CA vintage Motocross win

By Matt Hilgenberg

PALMDALE, CA, MAR. 10

In one of his first rides since a severe leg injury last fall, Matt Parsons earned the Classic 500 Intermediate win at the opening race of the American Historic Racing Motorcycle Association West Regional Motocross Series this weekend at LA County Raceway. One-hundred fifty-three entries turned out to compete at the CRC-hosted event on the high-desert sand track. A special layout was provided for the older machines, and the racing was great.

In each moto, Parsons had to contend with Husky-mounted Jim Keeton, who spent some time leading before ending up second behind the Carter Collision Service Rickman-Weslake B44 of Parsons. Ken Markling gave chase aboard another Husky, ending the day third ahead of Triumph rider and new Intermediate Ed Reedy.

There was a three-way tie for the overall victory in 125cc Novice, with the Yamaha of Zach Blazek (3-1) getting the nod by virtue of his final moto win. Jamie Hanson (2-2 finishes) was the runner-up, followed by Richard Venegas (1-3).

Former factory Honda rider Rich Eierstedt made his vintage racing debut on one of Lee Fabry's YZ250s, and ran away with the +40 and 250cc Expert races. In the +40s, David Fisher and Randy Lewis filled the place and show spots, while Chris Radzinski and Rick O'Donnell did the same in the 250s.

A 13-rider field nearly filled the starting gate for the Over 30 Novice class. Venegas reversed his 125cc finishes, posting a 3-1 score for the overall victory. Don Beese guided his Honda to second overall with a 1-3, edging the Maico of Hank Van Wout (2-1).

Results

PREM L/W INT: 1. JD Janiec (BSA).
PREM L/W EX: 1. Jack Ausmus (BSA).
PREM 500 INT: 1. J.D. Janiec.
PREM 500 EX: 1. Matt Hilgenberg.
PREM OPEN TW INT: 1. Norm Shields (Tribsa); 2. Ed Crowell (Mat); 3. Verne Elmore (Tri).
PREM OPEN TW EX: 1. Danny Davies; 2. Gary Davis (Tri).
CLSSC 125 NOV: 1. Russell Heck (Hus); 2. Mike Folea (Ric); 3. Ike Winchell (Mnk).
CLSSC 125 INT: 1. Lee Fabry (Hon); 2. Ron Renzulli (CZ); 3. John Gulliford (Ric).
CLSSC 125 EX: 1. Mark Arsenault (Hus).
CLSSC 250 INT: 1. Verne Elmore (Oss); 2. Kenny Sykes (Gre); 3. John Gulliford (Oss); 4. Dave Duane (AJS).
CLSSC 500 NOV: 1. Jerry Sterrett (Tri).
CLSSC 500 INT: 1. Matt Parsons; 2. Jim Keeton (Hus); 3. Ken Markling (Hus); 4. Ed Reedy (Tri); 5. Myron Lapka.
CLSSC 500 EX: 1. John Lundgren; 2. Tom Horton (Gre).
WMN NOV: 1. Ellen Voermans (Hon).
125 NOV: 1. Zach Blazek (Yam); 2. Jamie Hanson (Hon); 3. Richard Venegas (Hon); 4. Chris Frei (Yam).
125 INT: 1. Bryan Davis (Hon); 2. Rod Kirkbride (Hon).
125 EX: 1. Chris Radzinski (Kaw); 2. Scott Davis (Hon); 3. Mark Arsenault (Hon); 4. Rich Smith (Mai).
250 NOV: 1. Don Beese (Hon); 2. JW Carver (Hon); 3. Tom Graham (Hon); 4. Chris Frei (Hon); 5. Gary Shook (CZ).
250 INT: 1. Ed Sims (Hon); 2. Todd Engle (Hon); 3. Ed Tashjian (CZ); 4. Gary Egloff (Hus); 5. Rich Yelkin (Bul).
250 EX: 1. Rich Eierstedt (Yam); 2. Chris Radzinski (Kaw); 3. Rick O'Donnell (Hon); 4. David Fisher (Oss); 5. Greg Blazek (Hon).
500 NOV: 1. Mike O'Donnell (Yam); 2. Steve Fish (CZ); 3. Jeff Tulinius (Yam); 4. Toivo Kent (Hus); 5. Robert Van Seyoc (CZ).
500 INT: 1. Eric Cook (Mai); 2. Keith Petrangelo (BSA); 3. Matt Parsons (Mai); 4. Louis Harker (CZ); 5. Lloyd Boland (CZ).
500 EX: 1. Greg Carter (Mai); 2. Greg Blazek (Mai); 3. JD Bramlet (CZ); 4. Steve Spragle (Hus); 5. Ed Lowenberg (Bul).
OPEN TW INT: 1. Bob Del Morris; 2. Michael Ruppert.
OPEN TW EX: 1. Darryl Hambleton.
30+ NOV: 1. Richard Venegas (Hon); 2. Don Beese (Hon); 3. Hank Van Wout (Mai); 4. Mike Young (Hus); 5. Rick Wheeler (Mai).
30+ INT: 1. Louis Harker (CZ); 2. Ed Sims (Hon); 3. Ed Tashjian (CZ); 4. Todd Engle (Hon); 5. Rich Yelkin (Bul).
30+ EX: 1. J.D. Bramlet (CZ); 2. Greg Carter (Mai); 3. Rick Price (Mai).
40+ NOV: 1. Michael Bergantz (Hon); 2. Chuck DeRan (Yam); 3. Randy Mattinson (Yam); 4. Russell Heck (Hus); 5. Robert Van Seyoc (CZ).
40+ INT: 1. Keith Petrangelo (BSA); 2. Jim Keeton (Hus); 3. Henry Lebsack (Hon); 4. Ken Markling (Yam); 5. Dan Scharf (Yam).
40+ EX: 1. Rich Eierstedt (Yam); 2. David Fisher (Oss); 3. Randy Lewis (Ric); 4. John Lundgren (Bul); 5. Steve Spragle (Hus).
50+ NOV: 1. Wayne Rantz (Hon); 2. David Metz (CZ); 3. Roger Gowin (Hus); 4. Joe Monger (Hon).

50+ INT: 1. Ken Newton (AJS).
 50+ EX: 1. Danny Davies (Tribsa).
 60+ NOV: 1. Norm Blackmer (Kaw); 2. Bill Staley (Bul).
 60+ INT: 1. George Cayssials (CZ); 2. Steve Pyle (Yam); 3. J. Bollinger (Hus).

Janiec jams at Tulare TT/MX vintage doubleheader

By Matt Hilgenberg

TULARE, CA, MAR. 16-17
 Ridgecrest, California's David Janiec won three classes over two days at Tulare Cycle Park's "Double Your Fun Weekend."

Saturday saw 107 entries riding an American Historic Racing Motorcycle Association event, followed by over 200 entries for Sunday's AHRMA-West Regional MX. Triple M Promotions hosted the events, and even fed the competitors on Saturday night.

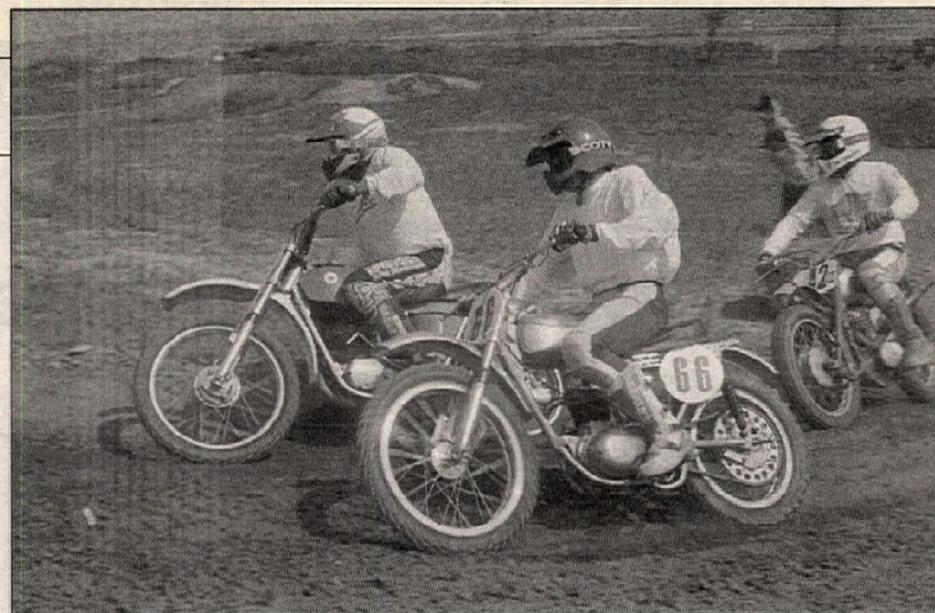
Competitors arrived to find a new, open track layout. The TT was wide and well-packed, and stayed in good condition during the course of the day. This event is to be the last "open traction" TT race at Tulare.

Janiec entered the 500cc Four-Stroke Intermediate class with his Rickman AJS 500, and won the final over Tulare's own Ed Reedy's Triumph. Third fell to Larry Madrigal, with track designer David Rogers fourth.

Rick Rogers swept the 250cc Novice class, winning the main event ahead of Phil Nystrom; Zach Blazek was third.

The Ironman Award would have to go to Expert-class competitor Butch Cochran, who entered five classes on the day. Cochran ran up front in every race he rode, and took the Over 40 and 250cc wins aboard a pair of Honda XL-based four-strokes.

Sunday's motocross featured a wide, fast race track. Janiec and his Rickman were still on



(Left) Matt Parsons won both Classic 500 Intermediate motos of the AHRMA West Regional Motocross Series at Los Angeles County Raceway.

(Above) David Janiec (66) won in three classes at the AHRMA West Regional Motocross in Tulare, California.

form, splitting moto wins with Premier 500cc Intermediate dominator John Huegel and taking the overall victory.

Janiec also entered both Premier Lightweight and Classic 250cc with his BSA C15. The classes were combined into one race, so he was scored simultaneously while riding in a single pair of motos. Mike Green romped to the win in both motos, earning the Premier Lightweight Intermediate win over Janiec, Jack Monger and Larry Madrigal. Janiec's second in each moto was good enough to head the other Classic 250cc Intermediate riders.

David Fisher guided his Ossa Phantom to the 250cc Expert win by sweeping both motos,

while behind him, the day ended with a four-way tie for second. After finishing fifth in moto one, Greg Blazek proved you should never give up, as his second in moto two gave him second overall.

As has become the norm at Tulare, the Women got their own race. Mindy Hambleton rode her new Honda Elsinore to the Intermediate win ahead of Debbie Poole, while Sara Lightfoot topped Ellen Voermans in the Novice class.

Results

TT
 500 4-STRK NOV: 1. Dennis Moore (BSA).
 500 4-STRK INT: 1. David Janiec; 2. Ed Reedy (Tri); 3. Larry Madrigal (BSA); 4. Dave Rogers (AJS); 5. Gerald Rogers (Mat).

500 4-STRK EX: 1. Matt Hilgenberg; 2. Butch Cochran; 3. Wayne Sumner.
 CLSSC 125 INT: 1. Curt Lange (Bul); 2. Randy Pew (Bul).
 125 NOV: 1. Zach Blazek (Yam); 2. Lane Allen (Bul); 3. Mike Folena (Ric).
 250 NOV: 1. Rick Rogers (Hon); 2. Phil Nystrom (Hus); 3. Zach Blazek (Hon).
 250 INT: 1. Frank Rodgers (C-A); 2. Lance Acrualt (CZ).
 250 EX: 1. Butch Cochran (Hon); 2. Greg Blazek (Yam); 3. Howard Rantz (Hon); 4. Scott Podergois (Yam).
 500 NOV: 1. David Duvarney (Hus).
 500 INT: 1. Steven Bibb (BSA); 2. Dave Keil (BSA); 3. Steve Brown (Yam).
 500 EX: 1. Scott Podergois (Yam); 2. Butch Cochran (Hon); 3. Joe Carrera (BSA).
 OPEN TW NOV: 1. Eugene Smith (Tri).
 OPEN TW INT: 1. Paul Anderson; 2. Richard Braquet (Tri).
 OPEN TW EX: 1. Craig Howard (H-D); 2. Matt Rohr (Che-Tri); 3. John Proto; 4. Manuel Datan (Tri).



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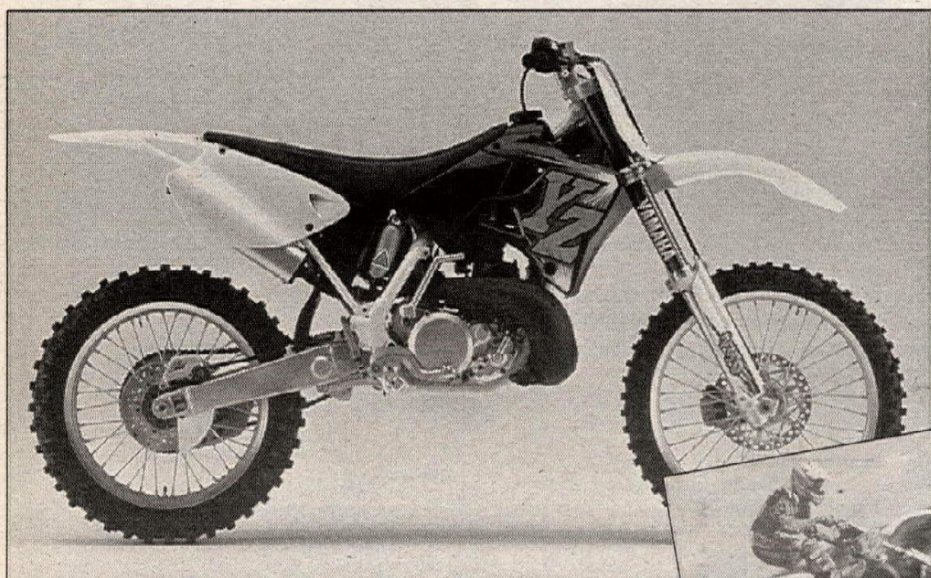
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EVENTS

WMN NOV: 1. Ellen Voermans (Hon); 2. Ginger Hilgenberg.
30+ NOV: 1. David Duvarney (Hus); 2. Rick Rogers (Hon); 3. Curt Fournier (Hon); 4. Phil Nystrom (Hus).
30+ INT: 1. Clark Sumner (Suz); 2. Dave Keil (BSA).
30+ EX: 1. Scott Podergois (Yam); 2. Joe Carrera (BSA).
40+ NOV: 1. Eugene Smith (Tri); 2. Mark Apple (C-A); 3. Mike Folena (Hon).
40+ INT: 1. Steven Bibb (BSA); 2. Rich Dominguez (CZ); 3. Frank Rodgers (Yam); 4. Curt Lange (Bul); 5. Darryl Alcorn (Ric).
40+ EX: 1. Butch Cochran (Hon); 2. Manuel Datan (Tri).
50+ NOV: 1. Wayne Rantz (Hon); 2. Bud Hotchkiss (Bul); 3. Steve Lacey; 4. Lane Allen (Bul); 5. Gary Bishop (BSA).
50+ INT: 1. Ken Hatch (Bul); 2. Chuck Herron (BSA); 3. Jack Monger (Hus); 4. Larry Madrigal (BSA); 5. Dave Rogers (Tri).
50+ EX: 1. Wayne Sumner (Tribsa); 2. Danny Smart (Hus); 3. Don Roufs (Hus).
BMBR NOV: 1. Larry Williams (Hus).
BMBR EX: 1. Craig Haas (Yam); 2. Joe Carrera (Yam); 3. Ray Comer Jr. (Yam).
Motocross
PREM L/W INT: 1. Michael Green (BSA); 2. David Janiec (BSA); 3. Jack Monger (Gre); 4. Larry Madrigal (BSA).
PREM 500 INT: 1. David Janiec; 2. John Huegel (Ind).
PREM 500 EX: 1. Rob Poole (BSA); 2. Matt Hilgenberg.
PREM OPEN TW INT: 1. Ed Crowell (Mat); 2. Marsh Runyon (H-D); 3. Gerald Rogers (AJS).
PREM OPEN TW EX: 1. Ken Corpe (BSA); 2. Danny Davies.
CLSSC 125 NOV: 1. Mike Folena (Ric).
CLSSC 125 INT: 1. Curt Lange (Bul); 2. Randy Pew (Bul); 3. Lee Fabry (V-T); 4. Dave Keil (Bul); 5. Blair Risnes (Mnk).
CLSSC 125 EX: 1. Mark Arsenault (Hus); 2. Rick Doughty (Car).
CLSSC 250 INT: 1. David Janiec (BSA); 2. Dave Duane (AJS); 3. Kenny Sykes (Gre); 4. John Gulliford (Oss).
CLSSC 500 NOV: 1. David Duvarney (Hus); 2. Dennis Moore (BSA).
CLSSC 500 INT: 1. Matt Parsons; 2. Jim Keeton (Hus); 3. Ed Reedy (Tri); 4. Ken Markling (Hus).
CLSSC 500 EX: 1. Jim Bollingmo (Ric-Tri); 2. JD Bramlet (BSA); 3. Charlie Beck (Mai).
125 NOV: 1. Zach Blazek (Yam); 2. Chris Frei (Yam).
125 INT: 1. Armen Clawson (Kaw); 2. Ric Russell (Hon); 3. Steve Sagely (Suz); 4. Rod Kirkbride (Hon).
125 EX: 1. Mark Arsenault (Hon); 2. John Lundgren (Kaw); 3. Rich Smith (Mai).
250 NOV: 1. Frank Rodgers (Yam); 2. Zach Blazek (Hon); 3. Don Beese (Hon); 4. Ricky Rogers (Hon); 5. Phil Nystrom (Hus).
250 INT: 1. Todd Engle (Hon); 2. Ed Sims (Hon); 3. Rich "Coon" Yelkin (Bul).
250 EX: 1. David Fisher (Oss); 2. Greg Blazek (Yam); 3. Ed Lowenberg (Bul); 4. Rick Price (Mai); 5. Rick O'Donnell (Hon).
500 NOV: 1. Ron Jordan (Mai); 2. James Howard (Hus); 3. Mike Lightfoot (BSA).
500 INT: 1. Mike O'Donnell (Yam); 2. Louis Harker (CZ); 3. Eric Cook (Mai); 4. Keith Petrangolo (BSA); 5. Lloyd Boland (CZ).
500 EX: 1. Greg Carter (Mai); 2. Rick Price (Mai); 3. Greg Blazek (Mai); 4. Ed Lowenberg (Bul); 5. Steve Sprague (Hus).
OPEN TW INT: 1. John Proto; 2. Terry Pratt (Tri); 3. Bob Del Morris; 4. Joel Sweeney (Tri); 5. Manuel Datan (Tri).
OPEN TW EX: 1. Matt Rohr; 2. Daryl Hambleton; 3. Ken Corpe (BSA).
WMN NOV: 1. Sara Lightfoot; 2. Ellen Voermans (Hon).
WMN INT: 1. Mindy Hambleton (Hon); 2. Debbie Poole (CZ).
30+ NOV: 1. Ricky Rogers (Hon); 2. David Brosky; 3. Don Beese (Hon); 4. Curt Fournier (Hon); 5. James Howard (Bul).
30+ INT: 1. Clark Sumner (Suz); 2. Louis Harker (Suz); 3. Blair Risnes (Hon); 4. Ed Sims (Hon); 5. Mike O'Donnell (Yam).
30+ EX: 1. Greg Carter (Mai); 2. Scott Podergois (Yam); 3. Rick Price (Mai); 4. Matt Rohr.
40+ NOV: 1. Chuck DeRan (Yam); 2. Randy Mattinson (Yam); 3. Mike Folena (Hon); 4. Mike Lightfoot (BSA); 5. Gary Shook (CZ).
40+ INT: 1. Bob Spicer (Ric-BSA); 2. Curt Lange (Bul); 3. Dan Scharf (Yam); 4. Vic Curti (Oss); 5. Henry Lebsock (Hon).
40+ EX: 1. Randy Lewis (Ric-Mon); 2. David Fisher (Oss); 3. Robert Poole (BSA); 4. Randy Hanson (Hus); 5. Charlie Beck (Mai).
50+ NOV: 1. Bud Hotchkiss (Bul); 2. Lane Allen (Bul); 3. Bill Staley (Bul); 4. Steve Lacey (Ric-Mon); 5. Bob Smith (Yam).
50+ INT: 1. Ken Hatch (Bul); 2. John Huegel (Yam); 3. Harry Taylor (Yam); 4. Ed Ott (Yam); 5. Ron Clawson (Che-Tri).
50+ EX: 1. Danny Smart (Hus); 2. Danny Davies (Tri); 3. Don Roufs (Hus); 4. Wayne Sumner (Tri).
BMBR NOV: 1. Larry Williams (Hus); 2. James Howard (Bul); 3. Ernie Flippin (Hon); 4. Doug Childress (Hon).
BMBR INT: 1. Eric Cook (Mai); 2. Steve Sagely (Suz); 3. Jon McGill (Suz); 4. Lee Fabry (Yam).
BMBR EX: 1. David Fisher (Suz); 2. Rick Doughty (Mai); 3. Randy Lewis (Mon); 4. Ed Lowenberg (Bul).

Tipping and Rojas tops at Marion County Motocross

By Kyle Myers

REDDICK, FL MAR 17

Husky riders Jarrett Tipping and Edgardo Rojas were the big winners at the first Southeast Area Qualifier for Loretta Lynn's held at Motocross of Marion County.

Tipping and Rojas each won three classes on the day. Tipping won the 125cc A Stock, 250cc A Stock and Modified divisions while Rojas topped the 60cc Stock (10-11), 85cc Stock (7-11) and 85cc Modified (9-13).

In the 125cc A Modified class, Tipping battled with Kenneth Jones in both outings. Jones won the opening moto with Tipping finishing second. In the second race, Jones led until the halfway point as Tipping slipped by before the finish line to take over the lead. Tipping would cross the finish line first with Jones, Pat Ready and Rod Funnell rounding out the top four places.

Tipping later returned to sweep both 125cc A Stock motos over Funnell and Joe Beaulieu.

Tipping used a 1-2 tally to win the 250cc A Stock class over Ernie Millan and Eugene Gentsch. Tipping led start-to-finish in the first moto, while in the second race Millan blasted out of the gate and led wire-to-wire over Tipping and fast starter Gentsch.

Tipping's only loss on the day was in the 250cc A Modified division, where Jones topped both motos. Jones led the entire first moto with Tipping and Funnell following him home. In moto two, Jones once again grabbed the holeshot over Tipping and Millan. Jones opened

up an early lead over Tipping, but with two laps to go Tipping closed the gap and was looking for a way by. As the two front-runners entered the S-turn, Tipping slid out, letting Jones and Millan by for first and second.

Rojas won all four motos in the 60cc (10-11) and 85cc (7-11) Stock events. His only loss came to Dan Truman in the first moto of the 85cc (9-13) Modified contest. Rojas rebounded to win the second race and take his third overall win of the afternoon.

Results

P/W (4-6): 1. Kyle Keyton; 2. Tony Rhonellii; 3. Kurtis Halliwell; 4. Jeff Faese; 5. Jesse Freeman.

P/W (7-8): 1. Philip Hewett; 2. Jeff Lucido; 3. Kyle McKenzie; 4. Kyle Chisholm; 5. Kyle Meeks.

60 (7-9): 1. Barrett Smith; 2. Nick Evennou; 3. Matt Goerke; 4. Cody Roth; 5. Dale Kump.

60 (10-11): 1. Edgardo Rojas; 2. Drew Kain; 3. Kyle Williamson; 4. Jeff Kilgore; 5. William Hewett.

80 (7-11): 1. Edgardo Rojas; 2. Dan Truman; 3. Shane Lusk; 4. Brian Gray; 5. Norm Bigalow.

85 (9-13) MOD: 1. Edgardo Rojas; 2. Ryan Davis; 3. Troy Adams; 4. Jason Bell; 5. Dan Truman.

85 (12-13) STK: 1. Troy Adams; 2. Ryan Davis; 3. Jason Bell; 4. Paul Perebjons; 5. Wes Segars.

85 (14-15) STK: 1. Tom Parsons; 2. Jesse Adams; 3. Justin Hand; 4. Peter Dennis.

85 (14-15) MOD: 1. Tom Parsons; 2. Jesse Adams; 3. Justin Hand.

S/MINI: 1. Paul Perebjons; 2. Jessica Patterson; 3. Jordan Peeples; 4. Justin Lucido.

125 YTH STK: 1. Cory Willey; 2. Tim Bantle; 3. Dale Hutto; 4. Ray Loggins; 5. Derrick Kain.

125 YTH MOD: 1. Tim Bantle; 2. Cory Willey; 3. Paul Reilly; 4. Ray Loggins; 5. Derrick Kain.

125 C STK: 1. Dale Hutto; 2. Jim Prevatte; 3. Jesse Fleming; 4. Aaron Jansen; 5. Rob Wright.

125 C MOD: 1. Jesse Fleming; 2. Shawn Pettit; 3. Darin McCurd; 4. Jim Prevatte; 5. Chris Lopez.

125 B STK: 1. Clint Frank; 2. Kevin Eagle; 3. Darren McElhatten; 4. Jason Freeman; 5. Kyle Myers.

125 B MOD: 1. Scott Lamb; 2. Darren McElhatten; 3. Marcus Pedrero; 4. Kevin Cagle; 5. Wayne Schaefer.

125 A STK: 1. Jarrett Tipping; 2. Rod Funnell; 3. Joe Beaulieu; 4. Joe DaCosta.

125 A MOD: 1. Jarrett Tipping; 2. Kenneth Jones; 3. Pat Ready; 4. Rod Funnell.

250 C: 1. Jesse Fleming; 2. Sheldon McVay; 3. Justin Tanh; 4. Mike Delano; 5. Troy Seagraves.

250 B STK: 1. James McCormick; 2. Scott Lamb; 3. Darren McElhatten; 4. Ryan Thomas; 5. Ty Reeves.

250 B MOD: 1. James McCormick; 2. Darren McElhatten; 3. Scott Lamb; 4. Lee Tatham; 5. Derrick Januszky.

250 A STK: 1. Jarrett Tipping; 2. Ernie Millan; 3. Eugene Gentsch; 4. Rod Funnell; 5. Joe Beaulieu.

250 A MOD: 1. Kenneth Jones; 2. Jarrett Tipping; 3. Rod Funnell; 4. Ernie Millan; 5. Joe DaCosta.

OPEN B-C: 1. Mark Bazinet; 2. Jeff Neilander; 3. Eric Henderson; 4. Steve Petty; 5. Len Edgar.

WMN: 1. Jessica Patterson; 2. Beth Rewis;

25+: 1. Eugene Gentsch; 2. Ron Dobbs; 3. Kyle Myers; 4. Marcus Pedrero; 5. Mike Delano.

VET B (30+): 1. Steve Dye; 2. Mark Bazinet; 3. David Hughes; 4. Steve Petty; 5. Les Evans.

VET A (30+): 1. Ron Dobbs; 2. John Lundy.

40+: 1. Eric Henderson; 2. Ted Dorman; 3. David Hughes; 4. Mike Menefee; 5. Ernest Millan.

50+: 1. Len Edgar; 2. Louis Whitney.

Payne pleases at La Playa MX

By Rich Truchinski

ROSARITO, MEXICO, MAR. 3

Andy Payne was the top 250cc Novice at round one of the Too Much Fun Series held at Rosarito Beach.

In the first moto, Payne took the holeshot ahead of Gerardo Rojas. 125cc Pro Rodolfo Sevilla was mixing it up with the front-runners until the soft sand sucked the life from his machine. John Ramphs ran close to the front but faded near the end to a fifth-place finish. At the end it was Payne, Sevilla and Rojas filling out the top three positions.

Moto two saw Sevilla jumping to an early lead over Ivan Navarret and never looking back. This time with double rim locks and a deflated rear tire, he was never challenged. Payne again took command of the Novice class and rode consistently the whole race. At the end it was Sevilla taking top honors in the 125cc Pro class. Payne was first 250cc Novice, followed by Gerardo Rojas, Rene Pancheco and John Ramphs.

In the 250cc Expert division it was Jeremy Toyle with the holeshot followed by FMF rider Matt Berault. Toyle and Berault battled for three laps before Berault went by in the back section over one of the larger sand dunes. Narrowly missing a spectator crossing the track, Berault hung tough to the end for the moto win.

In the second moto, Toyle again jumped out to an early lead and began to pull away with Edy Ganja holding second. Berault mired in a midpack start but worked his way past Garcia on the second lap and looked to be closing on Toyle. During the fourth lap Berault had problems keeping his sunny side up and missed his chance at an overall for the day. Swapping positions in moto two, Toyle and Berault pulled away from the pack and finished with Garcia rounding out the top three. **CN**

Results

125 PRO: 1. Rodolfo Sevilla (Suz); 2. Ivan Navarrete (Kaw).

250 NOV: 1. Andy Payne (Hon); 2. Gerardo Rojas (Kaw); 3. Rene Pancheco (Kaw).

250 EX: 1. Jeremy Toyle (Hon); 2. Matt Berault (Hon); 3. Edy Garcia (Yam).

250 PRO: 1. Rich Truchinski (Hon); 2. Billy McClintock (Hon).

500 NOV: 1. Mark Girsh (Kaw); 2. Kerry Edwards (KTM).



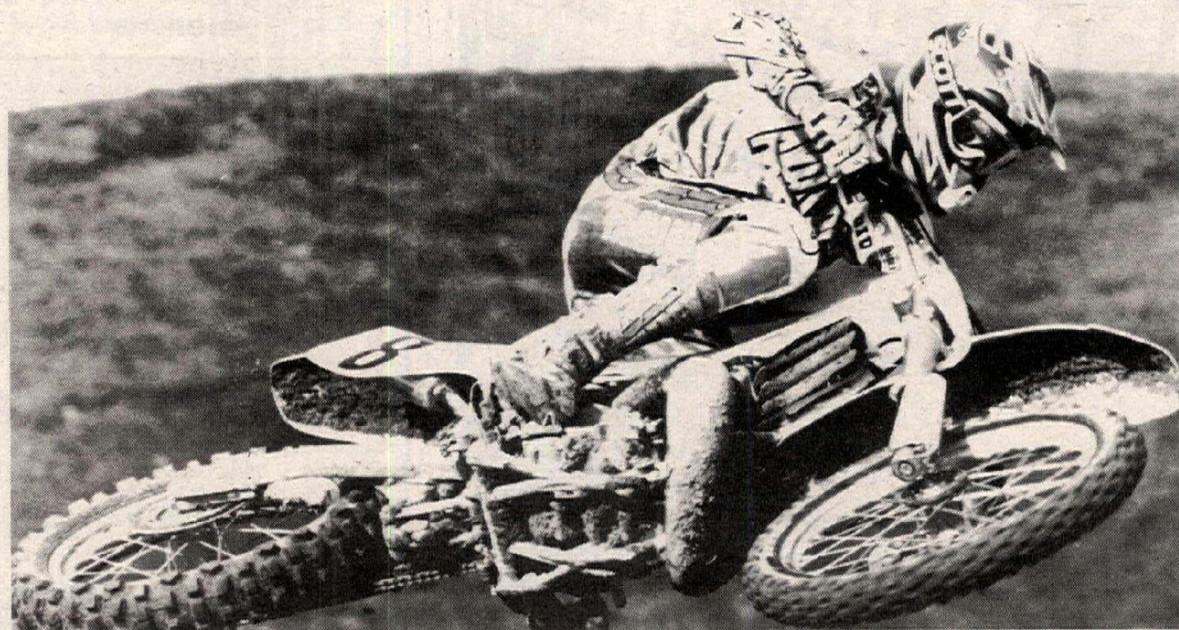
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Parrish Register	Kaw	
Lee Acree	Yam	
Wade Buffington	Hon	
Tommy Hayden	Kaw	
H/W SOLO EX		
Jamie Hacking	Suz	
Jim Albritton	Yam	
Tim Kephart	Suz	
Brian Jones	Hon	
Sean Dillon	Suz	
F-1 NOV		
Mike Cicotto	Hon	
Bud Lawter	Hon	
Roger Bell	Suz	
Timothy Godwin	Hon	
William Taylor	Hon	
F-2 NOV		
David Boosales	Yam	
Rick Boyles	Yam	
Kent Mattern	Hon	
Earl Brown	Yam	
Tommy Campbell	Yam	
B PROD NOV		
Luke Yarbrough	Hon	
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C PROD NOV		
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Gregory White	Kaw	
Rocky Gravely	Hon	
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Chris Normand	Hon	
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Roger Bell	Suz	
William Taylor	Hon	
Timothy Godwin	Hon	
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Luke Yarbrough	Hon	
C S/BK NOV		
Mike Cicotto	Hon	
Bud Lawter	Hon	
Luke Yarbrough	Hon	
William Taylor	Hon	
Timothy Godwin	Hon	
DS/BK NOV		
David Boosales	Yam	
Carl Peltzer	Hon	
Tommy Campbell	Yam	
William Lincoln IV	Yam	
Daniel McAllister	Suz	
U/L TW NOV		
Kent Mattern	Hon	
Carl Peltzer	Hon	
Daniel McAllister	Suz	
Stacy Hadaway	Kaw	
Bruce Glenn	Duc	
CLBMN NOV		
Caniel McAllister	Suz	
Stacy Hadaway	Kaw	
Scott Hayes	Suz	
John Stauber	Kaw	
Charles Van Valkenburgh	Yam	
M/W SOLO		
Mike Cicotto	Hon	
William Taylor	Hon	
Gregory R. White	Kaw	
H/W SOLO		
Mike Cicotto	Hon	
Bud Lawter	Hon	
Roger Bell	Suz	
William Taylor	Hon	
Thomas Rogers	Suz	
125 GP		
Nicky Hayden	Hon	
Chris Pyles	Hon	
Roger L. Hayden	Hon	
Ryan Landers	Hon	
VINT 1		
Mike Matthews	Hon	
Rixon Breckon	Hon	
Daniel Kane	Hon	
William McClintic	Hon	
Mark Nadelkov	Hon	
VINT 2		
Mike Matthews	Hon	
Rixon Breckon	Hon	
Ted Hubbard	BSA	
David Matthews	BSA	
Bruce Abbott	Hon	
VINT 3		
Ed Salley	Yam	
Keith Powell	Yam	
W. Royce Eaton	Tri	
Paul Wright	M-G	
Robert Clark	Yam	
VINT 4		
Mark Morrow	Yam	
Dick Gruhn	Kaw	
Gregory Woodliff	Kaw	
Daniel Levine	Yam	
Robert E. Newby	Yam	
VINT 5		
Aaron Stevenson	Kaw	
Mark Morrow	Yam	
Stephen Foote	Yam	
Frank Stroman	Kaw	
Brian E. Harvey	Suz	
VINT 6		
Mark Turner	Suz	
Aaron Stevenson	Kaw	
Stephen Foote	Yam	
Sam Huffman III	Yam	
Robert E. Newby	Yam	
Julian Poczekatek	Hon	

Motocross Parkhill MX Pozo, CA Mar. 10 By Cherise Barr

60 (0-8)	Kaw	
Jack Duval	Kaw	
Taylor King		
60 (9-11)		
Eric Pina	Kaw	
Jarod Pack	Hon	
80 BEG		
Justin Sullivan	Yam	
Sam Sawdy	Kaw	
Dan Brown	Yam	
Alex Camp	Yam	
Zac Baxter	Yam	
80 NOV		
Bryan Gordon	Hon	
James Fuller	Hon	
WMN		
Julie Nichols	Kaw	
Kathy Knight	Suz	
Cherise Barr	Hon	
Annette Terry	Suz	
Elizabeth Wallace	Kaw	
125 BEG		
Robin Barnhill	Hon	
Jonathan Harris	Yam	
Bret Sullivan	Hon	
Dave Dunham	Suz	
Raymond Priest	Yam	
125 Nov		
Gary Ginther	Hon	
Clint Reif	Hon	
David Frederick	Suz	
Shane Skolil	Kaw	
Tim Cochran	Hon	
125 INT		
Frankie Mecono	Hon	
Leo Tidwell	Hon	
Zane Reif	Hon	
Kevin Bohner	Hon	
250 BEG		
Randy Crouse	Suz	
Keith McLaughlin	Yam	
Kevin Chapman	Kaw	
John Wichert	Yam	
Coy Cooper	Yam	
250 NOV		
Travis Marks	Kaw	
Jeremy Santoro	Yam	
Clint Reif	Hon	
Steve Lund	Yam	
James Merrick	Kaw	
250 INT		
Leo Tidwell	Hon	
Ryan O'Callahan	Kaw	
250 PRO		
Zane Reif	Hon	
Jerome Law	Kaw	
(25-29) BEG		
Steve Thinger	Hon	
Mike Reynolds	Yam	
Jason Peterson	Hon	
Tom Greer	Hon	
Chad Lorton	Hon	
(25-29) NOV		
Greg Taylor	Yam	
James Merrick	Kaw	
OPEN BEG		
Jason Williams	Hon	
Charlie Powell III	Hon	
Sam Higgins	Hon	
OTHG BEG		
Scott Wallace	Kaw	
James Collins	Kaw	
Annette Terry	Suz	
Kathy Knight	Suz	
Malcolm Kingsley	Yam	
OTHG NOV		
Jon Marshall	Hus	
Tom Dyer	Kaw	
Ken Kadlubowski	Hon	
OTHG INT		
Mark Sirota	Hon	
Ralph Collins	Kaw	
Chris Hicks	Kaw	
Patrick Colagne	Suz	
Don Carver	Kaw	
OTHG EX		
Gus Mueller	Hon	
Roy Knight	Kaw	
OTHG PRO		
Steve Rawson	Hus	
VET BEG		
Bruce Thinger	Hon	
Cory Clark	Hon	
Mike Thinger	Hon	
Kevin Pleiss	Hon	
Ronnie Stilwell	Suz	
VET NOV		
Mat Branch	Suz	
Ron Mayfield	Hon	
Dennis Law	Kaw	
Don Carver	Kaw	
Keith McLaughlin	Yam	
VET INT		
Gus Mueller	Hon	
Jack Keese	Suz	
O/T NOV		
Jim Sabovich	Hon	
O/T INT		
Dennis Law	Kaw	
Greg Higgins	Hon	

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

L.A. MOTORCYCLE WEEKEND!

FAIRPLEX APRIL 19 - 21, 1996

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WHITE BROTHERS PRESENTS

The World 4-Stroke MX Championships

Sun. April 28 Glen Helen Park
San Bernardino CA

PRESENTED BY

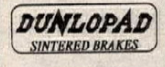


World Championship MX • AMA Western National MX Series
Team Dual Dogs Dual Sport Ride/Races • Only 4-Strokes Race
Vintage Bike Show • Classes for All Riders • No Membership

EVENT INFORMATION

Saturday April 27: 4-Stroke Practice 8AM to Noon - Overnight Camping
Sunday Gates Open 6 AM - Practice 8 AM - Race 9:15 AM - DualSport 1st
Team Dual Dogs Dual Sport Ride Sunday after 1st Moto
Sportsmen \$25/class - Pro \$65 • Min. 6 riders/class: Nov, Int, Pro, Vet
Classes: Mini, 250, 350, 500, Open, Vintage, 500 Pro, Open Pro
Great Awards • \$3600 Pro Purse (AMA Membership Req'd in Open Pro)

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Celebrity Judges • Beautiful Plaques • Grass Area
CLASSES: 4-Stroke Offroad/Race • 2-Stroke Offroad/Race
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TEAM DUAL DOGS TEAM DUAL DOGS
Race at Glen Helen AND Ride through the San Bernardino Mountains
Race or Ride or Both!

Glen Helen Park is located just North of San Bernardino.
Take Palm/Kendall Offramp on Interstate 15 and go West.
Gate Fee \$10 Adults • Under 12 Free • Gates Close 10PM
Official Hotel: Ramada Inn • 909-887-3001 • Ask for Glen Helen Rate
Rooms also available at Motel 6 • 909-887-8191

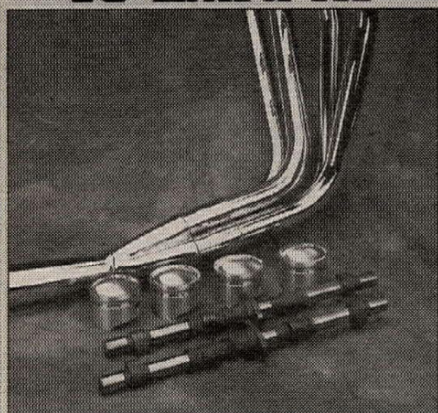


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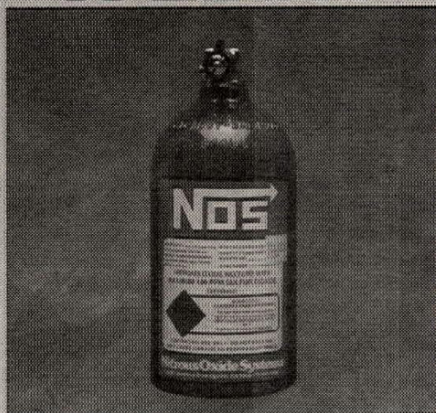
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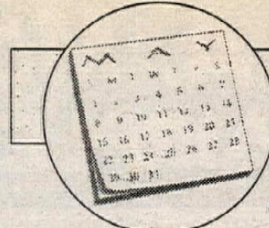
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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series

- 4/7 Sentul, Indonesia, Rnd 2
- 4/21 Suzuka, Japan, Rnd 3
- 5/12 Jerez, Spain, Rnd 4
- 5/26 Mugello, Italy, Rnd 5
- 6/9 Paul Ricard, France, Rnd 6
- 6/29 Assen, Holland, Rnd 7
- 7/7 Nurburgring, Germany, Rnd 8
- 7/21 Donington Park, England, Rnd 9
- 8/4 Osterreicherung, Austria, Rnd 10
- 8/18 Brno, Czech Republic, Rnd 11
- 9/1 Imola, Italy, Rnd 12
- 9/15 Catalunya, Spain, Rnd 13
- 10/6 Rio de Janeiro, Brazil, Rnd 14
- 10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series

- 4/14 Misano, Italy, Rnd 1
- 4/28 Donington Park, England, Rnd 2
- 5/12 Hockenheim Germany, Rnd 3
- 6/16 Monza, Italy, Rnd 4
- 6/30 Brno, Czech Republic, Rnd 5
- 8/4 Laguna Seca, USA, Rnd 6
- 8/18 Brands Hatch, England, Rnd 7
- 8/25 Sentul, Indonesia, Rnd 8
- 9/8 Sugo, Japan, Rnd 9
- 9/8 Assen, Holland, Rnd 10
- 10/6 Albaceta, Spain, Rnd 11
- 10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series

- 4/14 Le Mans, France, Rnd 1
- 4/28 Assen, Holland, Rnd 2
- 7/14 Spa-Francorchamps, Belgium, Rnd 3
- 7/28 Suzuka, Japan, Rnd 4
- 9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series

- 4/14 Gaivera Montello, Italy, Rnd 1
- 4/21 Payerne, Switzerland, Rnd 2
- 5/5 Bellpuig, Spain, Rnd 3
- 5/12 Lictenvoorde, Netherlands, Rnd 4
- 5/19 Kapsovar, Hungary, Rnd 5
- 6/2 Halim Jakarta, Indonesia, Rnd 6
- 6/16 Cussac, France, Rnd 7
- 6/23 Foxhill, England, Rnd 8
- 7/7 Nismes, Belgium, Rnd 9
- 7/14 Maribor, Slovenia, Rnd 10
- 7/28 Jinin, Czech Republic, Rnd 11
- 8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series

- 4/14 Teutschenthal, Germany, Rnd 3
- 4/21 Gdynia, Poland, Rnd 4
- 5/5 Mantova, Italy, Rnd 5
- 6/2 Tibro, Sweden, Rnd 7
- 6/16 Heinola, Finland, Rnd 8
- 6/23 Foxhill, England, Rnd 9
- 7/14 Maracay, Venezuela, Rnd 10
- 7/28 Borgo Magg., San Mar., Rnd 11
- 8/4 Ifendic, France, Rnd 12
- 8/18 Kester, Belgium, Rnd 13
- 9/1 Roggenburg, Swtztld, Rnd 14

World C'ship 500cc MX Series

- 4/21 Schwanenstadt, Austria, Rnd 2
- 5/5 Plomion, France, Rnd 3
- 5/12 Arganil, Portugal, Rnd 4
- 6/2 Sverepce, Slovakia, Rnd 5
- 6/16 Leirp, Netherlands, Rnd 6
- 6/30 Kramolin, Czech Republic, Rnd 7
- 7/21 Ballykelly, Ireland, Rnd 8
- 8/4 Namur, Belgium, Rnd 9
- 8/11 Folkendange, Lxmbrg, Rnd 10
- 8/25 Saxtorpsbanan, Sweden, Rnd 11
- 9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series

- 4/13-14 Spain, Rnd 1
- 4/20-21 Great Britain, Rnd 2
- 4/27-28 Ireland, Rnd 3
- 5/25-26 United States, Rnd 4
- 6/1-2 Canada, Rnd 5
- 6/15-16 France, Rnd 6
- 6/22-23 Italy, Rnd 7
- 7/13-14 Germany, Rnd 8
- 7/27-28 Czech Republic, Rnd 9
- 8/17-18 Belgium, Rnd 10

World Championship Individual Speedway Series

- 5/18 Wroclaw, Poland, Rnd 1
- 6/1 Lonigo, Italy, Rnd 2
- 7/1 Pocking, Germany, Rnd 3
- 8/10 Linkoping, Sweden, Rnd 4
- 8/31 London, England, Rnd 5
- 9/21 Vojens, Denmark, Rnd 6

International Six Day Enduro

- 8/12-17 Hameenlinna, Finland

World Sidecar Cross Grand Prix

- 4/14 Frauenfeld, Switzerland
- 4/21 Betekom, Belgium
- 4/28 Schnaitheim, Germany
- 5/12 Bauge, France
- 6/16 Jinin, Czech Republic
- 7/14 Rijksevoers, Belgium
- 8/18 Kegums, Latvia

- 8/25 Mill, Holland
- 9/22 Strassbessenbach, Germany
- 9/29 Rothenthurm, Switzerland

Motocross des Nations

- 9/15 Jerez, Spain

Trials des Nations

- 8/31-9/1 Kinner, Sweden

AMA Grand Nat'l C'ship Series

- 4/20 Pomona, CA, Rnd 2
- 5/4 Harrington, DE, Rnd 3
- 5/26 Springfield, IL, Rnd 4
- 6/1 LaSalle, IL, Rnd 5
- 6/15 TBA, Rnd 6
- 6/22 Sedalia, MO, Rnd 7
- 6/29 Lima, OH, Rnd 8
- 7/6 Lake Odessa, MI, Rnd 9
- 7/14 Du Quoin, IL, Rnd 10
- 7/20 TBA, Rnd 11
- 7/27 Oklahoma City, OK, Rnd 12
- 8/4 Peoria, IL, Rnd 13
- 8/7 Rapid City, SD, Rnd 14
- 8/10 Lincoln, NE, Rnd 15
- 8/17 Indianapolis, IN, Rnd 16
- 8/24 Goshen, IN, Rnd 17
- 9/1 Springfield, IL, Rnd 18
- 9/8 Syracuse, NY, Rnd 19
- 9/14 Rossburg, OH, Rnd 20
- 9/21 Knoxville, IA, Rnd 21
- 9/28 Sacramento, CA, Rnd 22
- 10/5 Pomona, CA, Rnd 23
- 10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series

- 4/20 Pomona, CA, Rnd 1
- 5/4 Harrington, DE, Rnd 2
- 5/26 Springfield, IL, Rnd 3
- 6/1 LaSalle, IL, Rnd 4
- 6/22 Sedalia, MO, Rnd 5
- 7/6 Lake Odessa, MI, Rnd 6
- 7/14 Du Quoin, IL, Rnd 7
- 8/10 Lincoln, NE, Rnd 8
- 8/24 Goshen, IN, Rnd 9
- 9/1 Springfield, IL, Rnd 10
- 9/8 Syracuse, NY, Rnd 11
- 9/21 Knoxville, IA, Rnd 12
- 9/28 Sacramento, CA, Rnd 13
- 10/5 Pomona, CA, Rnd 14
- 10/13 Del Mar, CA, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series

- 5/5 Sacramento, CA, Rnd 2
- 5/12 San Bernardino, CA, Rnd 3
- 5/26 Mount Morris, PA, Rnd 4
- 6/16 Budds Creek, MD, Rnd 5
- 6/23 Southwick, MA, Rnd 6
- 7/7 Buchanan, MI, Rnd 7
- 7/21 New Berlin, NY, Rnd 8
- 7/28 Troy, OH, Rnd 9
- 8/4 Millville, MN, Rnd 10
- 8/18 Washougal, WA, Rnd 11
- 8/25 Binghamton, NY, Rnd 12
- 9/1 Delmont, PA, Rnd 13

AMA Western National Sound of Thunder Motocross Series

- 4/28 San Bernardino, CA, Rnd 2
- 5/5 Sacramento, CA, Rnd 3
- 5/12 San Bernardino, CA, Rnd 4
- 6/8 Ogden, UT, Rnd 5
- 6/23 Mammoth, CA, Rnd 6
- 8/18 Washougal, WA, Rnd 7
- 9/1 Grand Junction, CO, Rnd 8

AMA Fall Classic Motocross Series

- 9/15 Danville, VA, Rnd 1
- 9/22 Buchanan, MI, Rnd 2
- 9/29 London, KY, Rnd 3
- 10/6 Englishtown, NJ, Rnd 4
- 10/13 Casey, IL, Rnd 5

AMA Four-Stroke National East/West Shoot-Out

- 10/20 Blountville, TN

AMA Superbike National Championship Series

- 4/19-21 Pomona, CA, Rnd 2
- 4/26-28 Monterey, CA, Rnd 3
- 5/17-19 Homestead, FL, Rnd 4
- 5-31/6-2 Lexington, OH, Rnd 5
- 6/7-9 Elkhart Lake, WI, Rnd 6
- 6/14-16 Loudon, NH, Rnd 7
- 7/12-14 Brainerd, MN, Rnd 8
- 8/23-25 Sonoma, CA, Rnd 9
- 9/27-29 Chandler, AZ, Rnd 10
- 10/4-6 Las Vegas, NV, Rnd 11

North American Sport Bike Series

- 5/18-19 Brainerd, MN, Rnd 4
- 8/2-4 Elkhart Lake, WI, Rnd 5

- 8/9-11 Portland, OR, Rnd 6
- 8/30-9/1 Pocono, PA, Rnd 7
- 10/4-6 Loudon, NH, Rnd 8
- 10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series

- 5/18-19 Brainerd, MN, Rnd 4
- 8/2-4 Elkhart Lake, WI, Rnd 5
- 8/9-11 Portland, OR, Rnd 6
- 8/30-9/1 Pocono, PA, Rnd 7
- 10/4-6 Loudon, NH, Rnd 8
- 10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series

- 4/28 Wellston, OH, Rnd 4
- 6/23 West Greenwich, RI, Rnd 5
- 9/8 Canton, OH, Rnd 6
- 9/15 London, KY, Rnd 7
- 10/13 Bellingham, WA, Rnd 8
- 10/27 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series

- 5/18-19 New Waverly, TX, Rnd 1
- 5/25-26 McArthur, OH, Rnd 2
- 6/1-2 Idaho City, ID, Rnd 3

AMA National Championship Hare Scrambles Series

- 4/14 Hurricane Mills, TN, Rnd 3
- 4/21 Redding, CA, Rnd 4
- 6/30 Berkshire, NY, Rnd 5
- 9/22 Rossburg, OR, Rnd 6
- 10/6 Lynneville, IA, Rnd 7
- 10/20 Park Hills, MO, Rnd 8
- 11/3 Millfield, OH, Rnd 9

AMA National Championship Hare & Hound Series

- 4/13 Jericho, UT, Rnd 3
- 4/28 Red Mountain, CA, Rnd 4
- 9/15 Yerington, NV, Rnd 5
- 10/6 Reno, NV, Rnd 6
- 10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series

- 4/20-21 New Waverly, TX
- 5/4-5 Renfro Valley, KY
- 5/18-19 Mill Hall, PA
- 6/1-2 Lesterville, MO
- 6/8-9 Lake Isabella, CA
- 6/8-9 Elizabeth, WV
- 7/6-7 Logan, OH
- 7/13-14 Brightwood, OR
- 7/20-21 Adams, MA
- 7/28-8/2 Newberry, MI
- 8/24-25 Columbus, IN
- 8/31-9/1 Portland, OR
- 9/7-8 Golden Pond, KY
- 9/11-14 Steamboat Springs, CO
- 9/28-29 Phoenix, AZ
- 10/5-6 Mount Solon, VA
- 10/12-13 Angels Camp, CA
- 10/12-13 McArthur, OH
- 10/26-27 Terlingua, TX
- 11/29-30 Los Angeles, CA

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series

- 4/14 Hurricane Mills, TN, Rnd 3
- 4/28 Clarkburg, WV, Rnd 4
- 5/11 Brownsville, PA, Rnd 5
- 6/2 Boyers, PA, Rnd 6
- 6/16 Elizabeth, WV, Rnd 7
- 8/25 Millfield, OH, Rnd 8
- 9/15 Fairmont, WV, Rnd 9
- 9/28 Mount Morris, PA, Rnd 10
- 10/13 Lisbon, OH, Rnd 11
- 10/27 Crawfordsville, IN, Rnd 12

SCORE Desert Championship Series

- 5/31-6/1 Ensenada, BC, Mexico
- 10/8-10 Baja Calif., Mexico
- Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series

- 4/23 TBA, CA, Rnd 1
- 6/29-30 Mount Olive, IL, Rnds 2 & 3
- 7/6-7 Jasper, TN, Rnds 4 & 5
- 8/24-25 Donner, CA, Rnds 6 & 7
- 8/31 Omaha, NE, Rnd 8
- 9/1 Kansas City, MO, Rnd 9
- 2/25 Bremen, GA
- 3/3 Bolivar, TN
- 3/17 Centerville, TN
- 3/24 Cadiz, KY

Championship Cup Series Florida Region

- 4/29 Palm Beach, FL
- 5/27 Palm Beach, FL
- 6/23 Palm Beach, FL
- 7/14 Homestead, FL
- 7/28 Palm Beach, FL
- 8/25 Palm Beach, FL
- 8/31-9/1 Bloomingdale, GA
- 9/15 Palm Beach, FL
- 12/8 Homestead, FL

Great Lakes Region
4/20-21 Grattan, MI
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
6/8-9 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/22-23 Rockton, IL
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
5/11-12 Summit Point, WV
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
4/13-14 Rockton, IL
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
4/6-7 Loudon, NH
5/4-5 Loudon, NH
5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
4/27-28 Bloomingdale, GA
5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
4/27-28 Phoenix, AZ
5/4-5 Las Vegas, NV
6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional Championship Series

South Central Region
4/13-14 Henderson, TX
5/18-19 Henderson, TX
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
4/6-7 Grattan, MI
4/20-21 South Haven, MI
5/4-5 Grattan, MI
5/18-19 Mount Meridian, IN
7/6-7 Mount Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region
4/13-14 Summit Point, WV
4/20-21 South Haven, MI
6/29-30 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/7-9 Hallett, OK
6/15-16 Talladega, AL

7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA National Challenge Series

5/3-5 Braselton, GA, Rnd 2
5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA National Endurance Series

5/4 Braselton, GA, Rnd 2
5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series

4/6 Grattan, MI, Rnd 4
4/13 Talladega, AL, Rnd 5
* 4/13 Summit Point, WV, Rnd 6
4/14 Henderson, TX, Rnd 7
4/27 South Haven, MI, Rnd 8
* 5/4 Grattan, MI, Rnd 9
5/11 Talladega, AL, Rnd 10
5/18 Mount Meridian, IN, Rnd 11
5/19 Henderson, TX, Rnd 12
6/1 Faulkville, GA, Rnd 13
* 6/2 College Station, TX, Rnd 14
6/7-9 Hallett, OK, Rnd 15
6/29 Garrettsville, OH, Rnd 16
* 7/6 Mount Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garrettsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
* double point race
Info 407/831-7736

AHRMA Historic Cup Series

4/6-7 Las Vegas, NV
4/13-14 Rosamond, CA
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series

4/13-14 Rosamond, CA
6/15-16 Grattan, MI
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series

4/6-7 Las Vegas, NV
4/13-14 Rosamond, CA
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series

4/21 Brentwood, CA
5/4 Blountville, TN
5/11 Mount Meridian, IN
5/25 Tyler, TX
6/2 San Bernardino, CA
6/8 New Berlin, NY
6/15 Grattan, MI
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series

4/20 Brentwood, CA
5/19 Collins, MO
6/1 San Bernardino, CA
6/2 Fredonia, KS
6/16 Grattan, MI
6/30 Peoria, IL
7/13 Norden, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL

10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series

4/12 Rosamond, CA
4/13 Rosamond, CA
5/18 Hanford, CA
6/8 Budds Creek, MD
6/14 Lake Odessa, MI
6/28 Peoria, IL
6/30 Peoria, IL
7/27 Weedsport, NY
9/11 Hayden, CO
Info 715/842-9699

AHRMA Midwest Regional MX Series

4/27 Wapella, IL
5/11 Putnam Park, IN
5/18 Collins, MO
5/26 Lamoni, IA
6/2 Fredonia, KS
6/15 Grattan, MI
6/29 Peoria, IL
7/14 Mitchell, IN
7/20 Lesington, OH
9/1 Denmark, WI
9/21 Millington, IL
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series

5/5 Dixon, CA
6/23 Eugene, OR
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series

4/12 Rosamond, CA, Rnd 1
4/13 Rosamond, CA, Rnd 2
5/5 Dixon, CA, Rnd 3
5/17 Hanford, CA, Rnd 4
5/18 Hanford, CA, Rnd 5
7/12 Quincy, CA, Rnd 6
7/14 Brentwood, CA, Rnd 7
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA Championship Enduro Series

4/28 Freetown, MA
6/2 Wrentham, MA
6/9 Somers, CT
6/23 W. Greenwich, RI
7/21 Oxford, MA
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wrentham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series

4/14 Modena, NY
5/12 Fishouse, NY
5/19 Chepachet, RI
6/16 Thomaston, CT
6/30 Chelsea, VT
7/7 Union, CT
7/14 Windsor, MA
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series

5/19 W. Greenwich, RI
6/8-9 Loudon, NH
7/20-21 Adams, MA
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichenon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series

4/27 Brimfield, MA
5/11 Fishouse, NY
6/15 Thomaston, CT
6/22 Southampton, MA
7/6 Union, CT
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonet, MA
10/26 Alton, NH
11/2 Wichenon, MA



Kawasaki YAMAHA HONDA SUZUKI

24TH ANNUAL TEXAS SERIES

Factory Contingencies To Selected Classes
Other Contingencies To Be Announced

Mosier Valley MX
March 31
(817) 540-0815

Burleson MX Park
April 14
(817) 295-1760

290 MX/Waller, TX
April 21
(713) 893-4807

Lakeside Motorsport/Bastrop
April 28
(512) 303-9707

Lake Whitney Cycle Ranch
May 5
(817) 694-2901

Rain Date (Whitney)
May 12
(817) 694-2901

Mosier Valley
May 19
(817) 540-0815

Rain Date (TBA)
May 28

RACE INFORMATION		CLASSES:	
Sign Up	6:00 a.m.	Teeny Mini Stock	+25 Novice
Practice	7:00 a.m.	Teeny Mini Mod	+25 Int.
Race Starts	8:45 a.m.	Mini Mini (6-11) Stk	+25 Expert
Gate Fee	\$7/person	Mini Mini (6-11) Mod	+30 Nov.
Entry Fees	Amateurs \$25	Mini Jr. (7-11)	+30 Int.
	Experts \$35	Mini Sr. (12-13)	+30 Expert
	0/25 & 30 \$25	Mini Sr. (14-16)	+40
Ex. Purse	\$1,000	125 Novice	Mini Open
	(\$500 per class)	125 Int.	(7-16)
125cc & 250cc 8 rider minimum		125 Expert	Mini Beg.
100% Payback if not 8 riders		250 Novice	(7-16)
50% of Gate in case of bad weather		250 Int.	125 Beg.
0/25 & 30		250 Expert	250 Beg.
Experts:	100% Payback	Open	

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April 12 Coors Light/Legal Right Defenders '96 Season Opener
April 19 Speedway, Sidecars and Quads
April 26 Speedway, Sidecars and Midgets Orange County Harley Blowout! Speedway, Sidecars and Harley Races

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Saturday Mornings!
9:00 am to 2:00 pm
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at the Lake Perris Fairgrounds

Sat, April 6 Sat. Night MX Club Moto, Livermore, CA
Sat, April 20 MX Practice Hollister Hills, CA
Sun, April 21 AMP Spring Series Hollister Hills, CA
Round 4
(408) 238-8208 (415) 587-8678
Motowest Racing Ent.

OVER THE HILL GANG
April 13-14 Hanford - Central Valley National
April 21 Rainbow II (OTHG Race)
April 28 Castiac
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Glen Helen **SHOEI** AMA
125/250cc National MX
May 12
24 Hr. Info: 909-880-3090

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Saturday & Sunday 9AM to 5PM
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TECATE TRAILRIDE

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\$55 entry includes:

(Limited to first 300 applicants)

SATURDAY - trailride, lunch on the trail, carne asada taco dinner (entrants free, guests \$5).

SUNDAY - special test competition & poker run.

Hotel rooms at Santa Veronica available (\$50) call 619-423-3830 (Joan Ellis)

Camping - free for entrants, \$5 per vehicle for spectators.

Hotel restaurant & bar will be open.

• Marked trails • 2 - 35 mile loops • Optional marked 3rd loop for 'A' caliber riders and/or masochists.

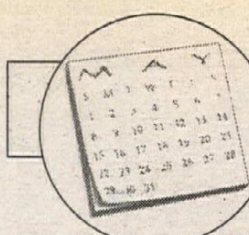
• Prizes & giveaways • Start 5 riders every minute - first in line, first to start.

Name _____

Address _____

Phone _____

Mail check or money order to: Los Ancianos M.C. 2048 Avenida Penasco, El Cajon, Ca 92019
Information: Greg Reynolds 619 561-0431 (evenings), Jerry DeBerry 619-281-1400 (days).



CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Best in the Desert Silver State Series

6/22 Pioche, NV
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series

4/28 Saucier, MS
5/5 Wiggins, MS
5/19 Clanton, AL
6/2 Laurel, MS
6/16 Fort Polk, LA
6/30 Goodman, MS
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series

9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX

Dirt Track Series

4/13 Purcell, OK
4/14 Ada, OK
5/4 Indianapolis, IN
5/19 Columbus Junction, IA
6/2 LaSalle, IL
6/8-9 Wichita, KS
6/16 Indianapolis, IN
6/23 Sedalia, MO
6/29-30 Cambridge, MN
7/5 Lake Odessa, MI
7/13 Rapid City, SD
7/14 Casper, WY
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Lexington, OK
10/14 Del Mar, CA
Info 918/836-6999

SETRA C'ship Enduro Series

5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

Black Jack Enduro Circuit

14/4 Oklahoma City, OK
5/5 Little Rock, AR
5/19 Flatriver, MO
6/9 Henryette, OK
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit

4/21 Pueblo, CO
5/5 Chadron, NE
5/26 Limon, CO
6/9 Buena Vista, CO
6/23 Upton, WY
7/14 Rand, CO
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series

4/20 Las Vegas, NV
5/11 Phoenix, AZ
6/22 Palmdale, CA
7/13 Fallon, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series

5/4 Toronto, Ontario
5/5 Toronto, Ontario
9/21 Montreal, Quebec
Info 416/363-9035

EARA Atlantic Cup Series

4/20 Bedford, PA
5/5 New Bloomfield, PA
6/1 Bedford, PA
6/16 Langley, VA
7/7 Langley, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Langley, VA
11/3 Langley, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series

5/19 Rosarito, BC, Mex.

8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 001-52-661-22525

No. Calif. Mini Road Racing

Assoc. C'ship Series

4/20-21 Sacramento, CA
5/18-19 Sacramento, CA
6/29-30 Sacramento, CA
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship

Road Race Series

4/26-28 Del Mar, CA
5/26 Riverside, CA
6/22-23 Rosamond, CA
7/14 Palomar, CA
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX

Championship Series

4/7 Colorado Springs, CO
4/14 Pueblo, CO
4/21 Cheyenne, WY
4/28 Aurora, CO
6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthoud, CO
6/30 Colorado Springs, CO
7/14 Berthoud, CO
7/28 Aurora, CO
8/4 Berthoud, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthoud, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National

Supercross Series

5/4 Pueblo, CO
5/11 Greeley, CO
5/18 Grand Junction, CO
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA Texas Hare

Scramble Series

4/14 High Grove, TX
4/28 Fort Hood, TX

AMA/District 37 Grand

Prix Series

4/20-21 Carlsbad, CA
5/4-5 San Bernardino, CA
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/US Women's MX League

Outdoor Championship Series

5/25-26 Mount Morris, PA
7/20-21 Unadilla, NY
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage

Trials Series

5/4-5 Toronto, OH
6/2 TBA
6/23 Williamsport, PA
8/10 Toronto, OH
9/7 Farrandville, PA
10/6 Toughkenamon, PA
Info 410/ 775-7209

FTA Trials C'ship Series

4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Yamaha Sunshine State

Championship MX Series

4/14 Orlando, FL
4/28 Ona, FL
5/5 Dade City, FL
5/12 Reddick, FL
5/19 Dania, FL
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL

8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series

4/20 Orlando, FL
5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle

Championship Series

4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C

Dealers Series

4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles

Championship Series

4/21 Arkansas City, KS
7/13 Sterling, KS
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles

Championship Series

6/29 Newton, KS
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross

Championship Series

4/14 Hillsboro, KS
4/28 Marion, KS
5/5 Arkansas City, KS
5/19 Sterling, KS
6/2 Marion, KS
6/16 Hillsboro, KS
6/23 Sterling, KS
7/7 Hillsboro, KS
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

NMA World Mini Grand Prix

4/12-14 Las Vegas, NV
Info 310/868-8112 or 909/657-6782

NMA Ponca City Grand

National C'ships

7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup

9/7-8 Branson, MO
Info 909/657-6834

Branson USA Nat'l MX Finals

10/4-6 Branson, MO
Info 909/657-6834

GNC Texas Series

4/14 Burleson, TX
4/21 Waller, TX
4/28 Bastrop, TX
5/5 Whitney, TX
5/19 Euless, TX
Info 817/694-2901

AMA MX Mega Series

4/14 Kingsport, TN
4/28 Wytheville, VA
5/4-5 Blountville, TN
5/18-19 Blountville, TN
6/9 Blountville, TN
6/30 Dalton, GA
7/13-14 Blountville, TN
7/21 Wytheville, VA
9/1 London, KY

CRC California Race Schedule

100% PRO PAYBACK

Sun., April 7	CRC MX - Tri Race Series	L.A.C.R.
Sun., April 14	CRC MX - Tri Race Series	Edwards A.F.B.
Sun., April 21	CMC Spring Classic	L.A.C.R.
Sun., April 28	CRC MX - Dunestown	L.A.C.R.
Sun., May 5	CRC MX - Dunestown	Edwards A.F.B.

Saturday Practice 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

Want Ad information - (310) 427-7433

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Free! AMA National Poster, on Practice Days through April!
Sun., April 7th Blockbuster MX Final
Sat., April 13th USA Sand Drags, No MX Practice
Sun., April 14th MX Practice 8:00am till 4:00pm

Shoei AMA 125/250cc Nat'l Motocross - May 12th
Chaparral AMA Amateur Motocross - May 11th

\$\$ CASH PAID \$\$

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AMP Racing

Mechanix Wear/FMF/Yamaha of Modesto

1996 Spring Series

Round #3	Sunday, April 14	The Outfield
Round #4	Sunday, April 21	Hollister Hills
Round #5	Sunday, April 28	The Outfield

Info: (209) 541-0860 (408) 238-8208

GNC MOTOCROSS

GNC Texas Series

April 14, 1996

Burleson MX Park

Burleson, Texas

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TULARE CYCLE PARK

Tulare, CA

Event Calendar

Saturday, April 13	MX Practice
Sunday, April 14	MX Race

(Racing all classes, including 4-Stroke and Evolution class)

Saturday, April 27 MX Practice

SATURDAY PRACTICE 10AM- 3PM

INFO (209) 685-0503

(209) 673-8080

GFI Racing North

Fri., April 12	GFI Spring Series - Rnd. 1 (Night Race)	Madera, CA
Fri., April 19	GFI Spring Series - Rnd. 2 (Night Race)	Madera, CA
Fri., April 26	GFI Spring Series - Rnd. 3 (Night Race)	Madera, CA
Sat., May 11	Bounty Hunter Series - Rnd. 1 (Night Race)	Las Bonas, CA

GFI RACING

(909) 684-6996

A Rider For the Riders

Sat., April 6	GFI Super Saturday Races and Annual GFI Start-Line Easter Raw-Egg Toss	Perris
Sat., April 13	GFI Saturday Practice (8:00a.m.-1:00p.m.)	Perris
Sat., April 20	GFI Super Saturday Races	Perris
Sat., April 27	GFI Saturday Practice (8:00a.m.-1:00p.m.)	Perris

9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series

4/7 Weatherford, TX
4/21 Montague, TX
5/5 Bulcher, TX
5/19 Gholson, TX
6/2 Bulcher, TX
6/16 St. Jo, TX
6/30 Fort Worth, TX
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Weatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series

5/18-19 Pioche, NV
6/16 Pioche, NV
7/6-7 Caliente, NV
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

AHRMA Golden State Vintage MX Series

5/19 Madera, CA
6/2 Madera, CA
6/16 Madera, CA
6/30 Madera, CA
7/14 Madera, CA
8/4 Madera, CA
9/8 Madera, CA
9/22 Madera, CA
10/6 Madera, CA
11/17 Madera, CA
Info 209/661-0706

WSMC Road Race Series

4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers

Motocross Series

4/13-14 Idaho Falls, ID
4/27-28 Marysville, CA
5/11-12 Boise, ID
5/25-26 Richland, WA
6/1-2 Edmonton, AB, Can.
6/27-28 TBA, Can.
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series

5/18 Myrtle Beach, SC
9/6 Asheville, NC
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series

4/27-28 New Waverley, TX
5/4-6 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series

4/13-14 Newhall, CA
4/28 San Bernardino, CA
5/4-5 St. George, UT
5/5 San Bernardino, CA
5/18-19 Frazier Park, CA
5/25-26 St. George, UT
* 6/8-9 Lake Isabella, CA
6/16 Glendale, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA

10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/10 Riverside, CA
*11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
*National Trail Ride Series event
Info 818/249-2141

Rocky Mountain Dual Sport Series

5/19 Conifer, CO
6/9 Salida, CO
7/19-21 Buena Vista, CO
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National MX Series

4/27-28 Odgen, UT
5/18-18 Salt Lake City, UT
6/8-9 Elko, NV
6/22-23 Boise, ID
6/29-30 Logan, UT
7/13-14 Rupert, ID
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

The AMP/Mechanic's Wear/ FMF/Yamaha of Modesto Spring Series

4/14 Turlock, CA, Rnd 3
4/21 Hollister, CA, Rnd 4
4/28 Turlock, CA, Rnd 5
Info 209/642-4364

Championship Enduro Series

4/28 Indian Mills, NJ
5/5 New Lisbon, NJ
5/12 Stanhope, NJ
5/26 New Philadelphia, PA
6/2 Whiteford, MD
6/23 West Greenwich, RI
7/7 Hobbie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NJ
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

Championship Hare Scrambles Series

4/14 Warren Grove, NJ
4/21 St. Georges, DE
5/19 Belleplain, NJ
6/9 Woodland Twp., NJ
6/30* Berkshire, NY
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series

6/16 Brandonville, PA
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association

4/14 Chepachet, RI
4/28 Meriden, CT
5/25-26 Exeter, RI
6/9 Chepachet, RI
6/22-23 Ossipee, NH
7/28 Exeter, RI
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

U.S. Eastern Pro-Am MX Spring Series

4/7 Sanford, NC
4/14 Elizabeth City, NC
5/12 Wytheville, VA
5/19 Danville, VA
5/26 Elizabeth City, NC
6/2 Axton, VA

Hammerhead Grand Championship Series

7/7 Dillwyn, VA
7/14 Axton, VA
7/21 East Bend, NC
7/28 Danville, VA
8/18 Wytheville, VA
8/25 Danville, VA

US Eastern Pro-Am Motocross Fall Series

9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA

10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series

4/14 Budds Creek, MD
4/28 Dillwyn, VA
5/5 Martinsville, VA
5/19 Surry, VA
5/26 Rural Retreat, VA
6/9 Ivor, VA
6/23 Pulaski, VA
7/14 Danville, VA
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Spring Series

4/7 Central Village, CT
4/14 Southwick, MA
4/21 Middleboro, MA
4/28 Middleboro, MA
5/5 Southwick, MA
5/12 Central Village, CT
5/19 Southwick, MA
5/26 Greene, ME
5/27 Greene, ME
6/2 Middleboro, MA
6/9 Central Village, CT
6/16 Southwick, MA
6/30 Southwick, MA
7/6 Greene, ME
7/7 Greene, ME
7/14 Southwick, MA
7/21 Middleboro, MA
Info 413/772-0685

NESC Motocross Fall Series

7/21 Middleboro, MA
7/28 Southwick, MA
8/4 Middleboro, MA
8/10 Southwick, MA
8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association

5/5 Mead, CO
5/12 Pueblo, CO
6/2 Mead, CO
6/16 Denver, CO
6/30 Denver, CO
7/14 Mead, CO
7/20 Mead, CO
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang

5/25-26 Fernly, NV
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Evolution of Vintage Iron Motocross Series

4/14 Hollister, CA
5/5 Muddy Creek, TN
6/9 Glen Helen, CA
7/TBA Washougal, WA
8/10 Southwick, MA
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVega, NV

Metropolitan Sports Committee Spring Series

4/14 Modena, NY
4/21 Modena, NY
4/28 Claverack, NY
5/5 Modena, NY
5/12 Modena, NY
5/19 Claverack, NY
5/26 Modena, NY
6/2 Monticello, NY
6/9 Modena, NY
6/16 Monticello, NY
6/30 Modena, NY
7/7 Monticello, NY
7/14 Modena, NY

Metropolitan Sports Committee Fall Series

7/28 Modena, NY
8/4 Claverack, NY
8/11 Monticello, NY
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY

9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI Racing

6/8 Perris, CA
*6/15 Perris, CA
6/22 Perris, CA
*7/13 Perris, CA
7/20 Perris, CA
*7/27 Perris, CA
8/3 Perris, CA
8/10 Perris, CA
*8/17 Perris, CA
8/24 Perris, CA
*8/31 Perris, CA
*Yamaha and **Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series South

9/8 Perris, CA
*9/15 Perris, CA
*9/29 Perris, CA
*10/6 Perris, CA
*10/27 Perris, CA
*Honda, Kawasaki, Suzuki & Yamaha Contingency Available
Info 909/653-4042

Northeast MX Classic Series

5/19 Binghamton, NY, Rnd 1
6/1-2 Clifford, PA, Rnd 2
6/9 New Berlin, NY, Rnd 3
6/30 Englishtown, NJ, Rnd 4
7/28 Walden, NY, Rnd 5
TBA Rnd 6

APRIL						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

* DENOTES PRO PAYBACK

Wed, April 3

CALIFORNIA DRAG RACE - NHRA,
Sacramento Raceway, Sacramento. Info:
916/363-2653.

April 6-7

WASHINGTON ROAD RACE - WMRA,
Seattle. Info: 206/972-4499.

Sat, April 6

* CALIFORNIA MOTOCROSS -
Motowest/AMP, Club Moto, Livermore.
Info: 408/238-8208 or 415/587-8678.

CALIFORNIA MOTOCROSS - GFI/Super
Motocross, Perris Raceway. Info:
909/653-4042.

* CALIFORNIA SHORT TRACK & TT -
AMA/Dist 36/Lodi M.C., Lodi. Info:
209/544-1027.

CALIFORNIA STARWEST NIGHT RAC-
ING - Info: 909/943-4535 or 909/657-
8845.

* FLORIDA MOTOCROSS - West Florida
Motocross Park, Milton. Info: 904/623-
6038.

MICHIGAN MOTOCROSS - Baja Acres,
Spring Fling, Millington. Info: 517/871-
3356.

NORTH CAROLINA MOTOCROSS - 226
MX, Day Event. Info: 704/652-3758

* OHIO MOTOCROSS - CRA, Malvern
Motocross Park, Malvern. Info: 216/262-
4945.

* OHIO MOTOCROSS - AMA/District
1/Dirt County, Blanchester. Info: 513/791-
8970 or 513/625-7350.

PENNSYLVANIA MOTOCROSS - Sleepy
Hollow Motocross, Fredricksburg. Info:
717/273-1180 or 717/273-9212.

* PENNSYLVANIA MOTOCROSS -
AMA/Trail-Way Speedway, Loretta Lynn
qualifier, Hanover. Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS -
AMA/Steel City USA, Easter Egg Special,
Delmont. Info: 304/284-0084.

TEXAS VINTAGE GRAND PRIX -
B.R.O.S./Pecan Creek MX Park, vintage
only off-road grand prix, Denton. Info:
817/484-1321, 871/243-5764.

Sun, April 7

CALIFORNIA MOTOCROSS - CRC, Tri
Race Series, Los Angeles County
Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - AMA,
Blockbuster MX Series - Rnd 4, Glen
Helen Raceway, San Bernardino. Info:
909/880-3090.

* COLORADO MOTOCROSS -
SRAC/Coyote, Coyote Raceway,
Colorado Springs. Info: 800/242-6581.

CONNECTICUT MOTOCROSS - NESC,
C. Village. Info: 413/772-0685.

* FLORIDA MOTOCROSS - Pepsi Air
Dania Motocross Park, Dania-Fort
Lauderdale. Info: 305/321-9422.

* KANSAS GRAND PRIX - Outlaw
Motocross Series - Rnd 3, Santa Fe Trail
Cycle Park, Carbondale. Info: 913/836-
9171.

* NEVADA MOTOCROSS - CMC/Nevada
Over the Hill Gang, Spring Series - Rnd
3, Fernley International Raceway,
Fernley. Info: 702/322-4311 or 702/359-
0695.

NEVADA MOTOCROSS - NOT/ROTHG,
Spring Motocross Series, Fernley. Info:
702/322-4311.

NORTH CAROLINA MOTOCROSS -
Victory Sports Racing, Carolina Ultra
Series - Rnd 3, Cathey's Creek, Forest
City. Info: 423/323-5497.

OHIO HARE SCRAMBLES - CRA/Salem
Motorcycle Club, Salem. Info: 216/482-
2971 or 332-9465.

* OKLAHOMA MOTOCROSS - (AMA
Rules), Rocky Top USA, Oklahoma City.
Info: 405/677-3333 or 800/224-7890.

* PENNSYLVANIA MOTOCROSS -
Happy Ramblers Motorcycle Club,
Hanover. Info: 717/633-7708.

* WYOMING MOTOCROSS -
HPMA/Invancara Riders, Upton. Info:
307/468-2856.

Wed, April 10

CALIFORNIA DRAG RACE - NHRA,
Sacramento Raceway, Sacramento. Info:
916/363-2653.

April 12-14

CALIFORNIA DESERT RACE - Baja
Promotions, The Triple Crown of Cal-City
High Desert Series/The Cal-City Spring
Board 200, California City. Info: 818/992-
6355.

CALIFORNIA ENDURANCE RACE -
Sears Point Raceway, Hayward. Info:
510/537-8208.

* LOUISIANA SPEEDWAY/FLAT
TRACK/4-WHEELERS - Flat Pack,
Possum Cove Dirt Track, Lake Charles.
Info: 318/855/2401

NEVADA MOTOCROSS - NMA, World
Mini Grand Prix, Las Vegas. Info:
310/868-8112.

Fri, April 12

* CALIFORNIA DIRT TRACK & TT -
Western Regional, Willow Springs. Info:
818/992-5343.

* CALIFORNIA SPEEDWAY -
International Speedway, season opener,
Orange County Fairgrounds, Costa Mesa.
Info: 714/492-9933.

April 13-14

CALIFORNIA DUAL SPORT - Team Dual
Dogs, KTM California Dual Sport Series,
Dog Run, Dick Allen's Yamaha/KTM,
Newhall. Info: 818/701-1913.

* CALIFORNIA MOTOCROSS - Over the
Hill Gang Central Valley National,
Hanford. Info: 310/864-6875.

CALIFORNIA TRIALS - AMA/ British
American Cup, Sacramento. Info:
916/753-2519.

Sat, April 13

ALABAMA MOTOCROSS - Spring Series
Race, Warrior. Info: 205/683-0963.

* CALIFORNIA DIRT FLAT TRACK - San
Diego Flat Track Assoc, San Diego. Info:
619/277-2743.

CALIFORNIA MARATHON - Sandhill
Ranch, Brentwood. Info: 510/634-3328.

* CALIFORNIA SHORT TRACK & TT -
AMA/Dist 36/Lodi M/C, Lodi. Info:
209/544-1027.

CALIFORNIA DIRT TRACK -
AHRMA/Willow Springs Flat Track,
National & Regional. Info: 805/251-8662.

CALIFORNIA STARWEST NIGHT RAC-
ING - Info: 909/943-4535 or 909/657-8845.

CANADA INDOOR SHORT TRACK -
Motorsports of America, Hamilton,
Ontario. Info: 800/544-8714 (in U.S.),
817/683-6410 (in Canada).

* FLORIDA MOTOCROSS - Pepsi Air
Dania Motocross Park, Dania-Fort
Lauderdale. Info: 305/321-9422.

MISSOURI MOTOCROSS RACES -
Sprout Patch Competition, Billings. Info:
417/744-2593.

* NORTH CAROLINA SUPERCROSS -
N.A.M.E., Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS -
East Bend Speedway, East Bend. Info:
910/699-3629.

* OHIO MOTOCROSS - AMA/American
Motorsports Inc., McArthur. Info: 614/596-
2057.

* OHIO MOTOCROSS - AMA/District
1/Dirt County, Blanchester. Info: 513/791-
8970 or 513/625-7350.

UTAH HARE & HOUND - AMA/Sage
Riders M/C, National Championship
Series, Jericho. Info: 801/489-5631.

Sun, April 14

CALIFORNIA GRAND PRIX - 3rd Annual
Chaparral 6-hr. team GP, Glen Helen
Raceway, San Bernardino. Info: 909/880-
3090.

CALIFORNIA HARE & HOUND - AMA/D-
37/So. Cal. M.C., Teagle Wash, Red
Mountain, Ridgecrest. Info: 818/768-
0404.

* CALIFORNIA MOTOCROSS - CMC,
Cycloland Speedway, Chico. Info:
916/342-0063.

CALIFORNIA MOTOCROSS - CRC, Tri
Race Series, Edwards AFB, Edwards.
Info: 805/272-8889.

* CALIFORNIA MOTOCROSS -
AMP/Mechanic's Wear/FMF/Yamaha of
Modesto Spring Series - Rnd 3, The
Oatfield, Turlock. Info: 209/541-0860 or
(408) 238-8208.

CALIFORNIA MOTOCROSS -
AMA/SCRU/D-36, Loretta Lynn qualifier,
Hollister Hills Upper Ranch GP track,
Hollister. Info: 408/637-0924.

* CALIFORNIA MOTOCROSS -
Phillipsville. Info: 707/943-3029.

CALIFORNIA ENDURO - AMA/Dist.
36/North Bay Motorcycle Club, Navarro.
Info: 707/ 578-0810.

COLORADO MOTOCROSS - SRAC/PMI,
Pueblo. Info: 800/242-6581.

COLORADO MOTOCROSS - IMI /Kart
Races, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Inside Line
Racing, Yamaha Sunshine State MX
Championship, Orlando MX Park,
Orlando. Info: 407/333-2356.

* FLORIDA MOTOCROSS - Wausau MX
Park, Wausau. Info: 904/638-1012.

IDAHO MOTOCROSS - Fossil Bowl,
Clarkia. Info: 208/245-3608 or 245-4940.

* ILLINOIS SHORT TRACK - Pro-Am &
4-Wheelers, Pekin Motorcycle Club,
Pekin. Info: 309/697-4413.

ILLINOIS SHOW - J&P Promotions, 9th
Annual Super Series Bike Show & Parts
Extravaganza, Belle-Claire County
Fairgrounds, Belleville. Info: 319/462-
6011.

IOWA HARE SCRAMBLES - Iowa
Enduro Riders Association, Stratford.
Info: 515/795-3440.

* KANSAS MOTOCROSS - K.O.R.R.,
Hillsboro MX Park, Hillsboro. Info:
316/942-6527.

* KANSAS HARE SCRAMBLES - Kansas
State Hare Scrambles Series, School
Creek ORV area, Milford Lake,
Wakefield. Info: 913/456-2516.

* KENTUCKY MOTOCROSS - Fun
Throttle Promotions Inc., Hatfield. Info:
606/353-4740.

MARYLAND HARE SCRAMBLES -
VCHSS, Budds Creek MX Park, Budds
Creek. Info: 301/475-2000.

MASSACHUSETTS - NESC, Southwick.
Info: 413/772-0685.

MISSISSIPPI MOTOCROSS -
NMMA/Latimer Park Motocross Spring
Series, Baldwin. Info: 601/365-8307.

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997

* NEW YORK MOTOCROSS - WNYSC/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/MSD/District 34/Spring Series, Diamondback Motocross, Modena. Info: (914)795-5897 or (914)565-3651.

NEW YORK TRIALS - District 4, Locke. Info: 315/497-3268.

* NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

NORTH CAROLINA MOTOCROSS - AMA/U.S. Eastern Pro AM, Spring Motocross Series, Elizabeth City. Info: 804/548-1052.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SPRING SERIES - Dirt World Promotions & AMC, Montrose Motocross, Raelord. Info: 919/554-4467.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

OKLAHOMA ENDURO - Texas State Enduro Championship Series, High Plains Division/East Texas Division, Cross Timbers, Oklahoma City. Info: 800/55-TSCEC.

OKLAHOMA ENDURO - Black Jack Enduro Circuit, Cross Timbers Enduro, Oklahoma City. Info: 417/345-6211.

OREGON POKER RUN - OMRA/Trailmen, non-points event, Tillamook. Info: 503/678-2779.

OREGON CROSS COUNTRY - OMRA/COMAC M/C, Moon Shine Scramble, points event, Bend. Info: 503/678-2779.

OREGON HARE SCRAMBLES - AMA/COMAC, Hatfield Ranch, Brothers. Info: 541-923-7429.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA MOTOCROSS - Middle Atlantic Motocross Association, youth, Dublin Gap, Shippensburg. Info: 410/273-9035.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290.

* PENNSYLVANIA HARE SCRAMBLE - AMA/District 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

TENNESSEE HARE SCRAMBLES & CROSS COUNTRY - AMA/Racer Production, National Championship Series/Grand National Cross Country Tour, Loretta Lynn Ranch, Hurricane Mills. Info: (304) 594-1157 or 304/284-0084.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Hidden Acres Kingsport. Info: 423/323-5497.

TEXAS MOTOCROSS - GNC, GNC Texas Series, Burleson MX Park, Burleson. Info: 817/694-2901.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 508/837-3595.

Wed, April 17

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

April 19-20

CANADA INDOOR SHORT TRACK - Motorsports of America, Hamilton, Ontario. Info: 800/544-8714 (in U.S.), 817/683-6410 (in Canada).

Fri, April 19

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

April 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA GRAND PRIX - AMA/D-37/Hilltoppers M.C., 1996 Big Six G.P. Series/Best of the West, Carlsbad Raceway, Carlsbad. Info: 714/898-4557 or 310/428-4971.

GEORGIA DRAG RACE - AMRA, Southern Region, 1/4 mile, Silver Dollar Raceway, Reynolds. Info: 708/250-0838.

IDAHO MOTOCROSS - SIRA/ELMA, Rupert Idaho Fairgrounds, Rupert. Info: 208/436-7071.

INDIANA SWAP MEET & SHOW - 13th Annual Mid-West M/C Swap Meet and Bike Show, Marion County Fairgrounds, Indianapolis. Info: 317/839-8616.

OHIO HARE SCRAMBLE - AMA/Action Sports Promotions Inc., team race, Athens. Info: 614/594-6686.

TENNESSEE OBSERVED TRIALS - Southeastern Trials Riders Association, Huntsville. Info: 205/880-9561.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, area qualifier, Christiana. Info: 615/896-3245.

TEXAS DUAL SPORT - AMA/Trail Riders of Houston, Dual Sport Trail Ride Series, New Waverly. Info: 713/537-2983.

WEST VIRGINIA INDOOR SHORT-TRACK - Motor Sports of America, Huntington Civic Center, Huntington. Info: 800/544-8714.

Sat, April 20

* CALIFORNIA MOTOCROSS - Cal Coastal Promotions, Cal Mid-State Fairgrounds, Paso Robles. Info: 805/238-1269.

CALIFORNIA MOTOCROSS - GFI/Super Motocross, Perris Raceway. Info: 909/653-4042.

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starmen Motorsport, vintage/beginner, Sandhill Ranch, Brentwood. Info: 916/967-0262.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist 36/Lodi M/C, Lodi. Info: 209/544-1027.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

* FLORIDA MOTOCROSS - Inside Line Racing, Florida Vet Championship Series/Cen. Fla. MC Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

* FLORIDA MOTOCROSS - Wausau MX Park, Wausau. Info: 904/638-1012.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

NEVADA HILLCLIMB - Jackpines Gypsies M.C. Thunder at the Avi, Laughlin. Info: 800/200-8482.

* NEW YORK MOTOCROSS - AMA/Loretta Lynn Area Qualifier, Frozen Ocean Motocross Park, Inc., Auburn. Info: 315/784-5466.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* WEST VIRGINIA MOTOCROSS - Holeshot Productions, Reedsville Volunteer Fire Dept., Reedsville. Info: 304-265-5396.

Sun, April 21

ALABAMA DRAG RACE - IDBA, 1/8th mile, Lassiter Mountain Dragway, Birmingham. Info: 205/849-7886.

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Florence. Info: 602/582-2294.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/East Texas Division, Cyndeland, Nacogdoches. Info: 800/55-TSCEC.

CALIFORNIA ENDURANCE RACE - Thunderhill Park, Hayward. Info: 510/537-8208.

CALIFORNIA HARE SCRAMBLES - AMA/Redding Dirt Riders, National Championship Series, Redding. Info: 916/221-6612.

* CALIFORNIA MOTOCROSS - Over the Hill Gang, OTHG Only Race, Rainbow II, San Jacinto. Info: 310/864-6875.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Vintage Iron National, Sandhill Ranch, Brentwood. Info: 510/634-3328.

* CALIFORNIA MOTOCROSS - CMC, Cycland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA GRAND PRIX - CMC, Spring Classic, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - AMP/Mechanic's Wear/FMF/Yamaha of Modesto Spring Series - Rnd 4, Hollister Hills GP track, Hollister Hills. Info: 209/541-0860 or (408) 238-8208.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Spring Classic Nationals - Rnd 2, L.A. County Raceway, Palmdale. Info: 714/367-1141.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Reddick. Info: 407/333-2356.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville. Info: 904/268-2376 or 845-2076.

* GEORGIA MOTOCROSS - Hog Pen Motocross, Cairo. Info: 912/377-5839.

* ILLINOIS SHORT TRACK - Pro-Am & 4Wheelers, Pekin Motorcycle Club, Pekin. Info: 309/697-4413.

ILLINOIS TRIALS - NITRO, Buffalo Range Riding area, Ottawa. Info: 708/931-1530.

* KANSAS HARE SCRAMBLES - K.O.R.R., 1-man/2-hr, Sprockets II River Track, Arkansas City. Info: 316/942-6527.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - AMA/D-7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS - NES-C, Middleboro. Info: 413/772-0685.

* NEVADA MOTOCROSS - CMC/Nevada Old Timers, Spring Series - Rnd 4, Fernley International Raceway, Fernley. Info: 702/322-4311 or 702/359-0695.

NEVADA MOTOCROSS - NOT/ROTHG, Spring Motocross Series, Fernley. Info: 702/322-4311.

* NEW JERSEY MOTOCROSS - AMA/Semi-Pro, 10th Annual Honda Big Bucks Motocross Shootout & Fun Day, Raceway Park, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/MSD/District 34/Spring Series, Ace Motocross, Modena. Info: (914)463-2093.

NEW YORK MOTOCROSS - Hunt Moto Park/W.N.Y.S.C. Info: 716/476-2697.

* NEW YORK MOTOCROSS - ACE Motocross, Modena. Info: 914/463-2093.

NEW YORK SWAP MEET - ABATE of Tompkins County, 12th Annual Motorcycle Swap Meet, New York State Armory, Ithaca. Info: 607/387-5294.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info: 405/677-3333 or 800/224-7890.

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

OREGON ENDURO - OMRA/Mount Scott M/C, ISDE Series/Devils Head, points event, Tillamook. Info: 503/678-2779.

* PENNSYLVANIA HARE SCRAMBLE - AMA/District 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

* PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, Tucker Rocky Spring Series, Delmont. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - D-6/A-Points, Happy Ramblers Motorcycle Club, Hanover. Info: 717/633-7708.

SOUTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 4, Camp Coker, Society Hill. Info: 423/323-5497.

TEXAS MOTOCROSS - GNC, GNC Texas Series, 290 MX, Waller. Info: 817/694-2901.

TEXAS EXPO, SHOW & SWAP MEET - 5th Annual, San Antonio. Info: 214/216-5520.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 508/837-3595.

* WYOMING MOTOCROSS - SRAC/Cheyenne Cycle Club, Triple C Raceway, Cheyenne. Info: 800/242-6581.

Wed, April 24

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, April 26

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

April 27-28

CALIFORNIA MOTOCROSS - Sierra Old Timers National, Marysville Youth Park Benefit. Info: 916-695-2727.

CALIFORNIA OFF ROAD POKER RUN - Hi Desert Charities/BLM, Barstow. Info: 619/252-3093.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Portland. Info: 503/221-1487.

UTAH MOTOCROSS - Wild West Nationals, O.C.A., Ogden. Info: 801/972-5074.

WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., North American A Classes, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sat, April 27

ALABAMA MOTOCROSS - Spring Series Race, Warrior. Info: 205/663-0963.

CALIFORNIA SWAP MEET - Peninsula Honda/Classic Japanese Motorcycle Club, Sunnyvale. Info: 408/225-3274.

* FLORIDA MOTOCROSS - Inside Line Racing, Cen. Fla. M/C Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

MAINE MOTOCROSS - New England Motocross Assoc., Spring Hill, S. Berwick. Info: 860/928-2138.

MASSACHUSETTS ENDURO - CETRA, Junior Championship Series, William Phelan Memorial Brimfield. Info: 203/875-5757.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - 226 MX, Night Event, Info: 704/652-3758.

* NORTH CAROLINA SUPERCROSS - N.A.M.E., Reidsville. Info: 910/342-4492.

OHIO MOTOCROSS - AMA/Dist 11/ New Moon Motocross, Springfield. Info: 513/324-2452.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

Sun, April 28

CALIFORNIA ENDURO - AMA/Los Altos Dirt Bikers, ISDE qualifier, Lakeport. Info: 415/589-8585.

CALIFORNIA HARE & HOUND - AMA/Vikings M/C, National Championship Series, Red Mountain. Info: 818/382-7990.

CALIFORNIA MOTOCROSS - White Bros. 4-Stroke Championship, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

* CALIFORNIA MOTOCROSS - Over the Hill Gang, Castiac. Info: 310/864-6875.

CALIFORNIA MOTOCROSS - CRC, Dunestown, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - AMP/Mechanic's Wear/FMF/Yamaha of Modesto Spring Series - Rnd 5, The Oatfield, Turlock. Info: 209/541-0860 or (408) 238-8208.

* CALIFORNIA MOTOCROSS - Phillipsville. Info: (707) 943-3029.

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc Championship, Palomar. Info: 909/674-5357.

CALIFORNIA SHOW - 6th Annual Pacific Coast Dream Machines, Half Moon Bay Airport, Half Moon Bay. Info: 415/726-2328.

CALIFORNIA STREET BIKE POKER RUN - Lee's Honda Kawasaki, Redding. Info: 800/542-9697.

COLORADO MOTOCROSS - IMI/Kart Races, Denver. Info: 303/286-1813.

* COLORADO MOTOCROSS - SRAC/Colorado Motorsport Productions, Aurora Race Track, Aurora. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

* GEORGIA MOTOCROSS - AMA, Echelonnee Motocross, Macon. Info: 912/788-8227.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* ILLINOIS SHORT TRACK - Pro-Am & 4Wheelers, Pekin Motorcycle Club, Pekin. Info: 309/697-4413.

ILLINOIS TRIALS - Forest City Riders, Byron. Info: 815/963-2491.

ILLINOIS POKER RUN - Ridgewood Cycle Association, Ryan's Pub, Frankfort. Info: 815/469-9972.

* KANSAS MOTOCROSS - K.O.R.R., Spring Championship, Green Acres, Marion. Info: 316/942-6527.

* KENTUCKY MOTOCROSS - Fun Throttle Promotions Inc., Hatfield. Info: 606/353-4740.

* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/District 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS ENDURO - NETRA, John Monahan, Freetown. Info: 203/875-5757.

MASSACHUSETTS - NES-C, Middleboro. Info: 413/772-0685.

* NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

NEW YORK MOTOCROSS - AMA/MSD/District 34/Spring Series/Yamaha Contingency, Claverack Motocross, Claverack. Info: (518)828-6149.

NEW YORK TRIALS - District 4, Cayuta. Info: 607/594-3680.

* NORTH CAROLINA SPRING SERIES - Dirt World Promotions & AMC, Montrose Motocross, Raelord. Info: 919/554-4467.

OHIO ENDURO - AMA/Appalachian Dirt Riders, National Championship Series, Wellston. Info: 614/384-2286.

OHIO HARE SCRAMBLES - CRA, Wagner Racing, New Philadelphia. Info: 330/682-9231.

OHIO HARE SCRAMBLES - Sunset Ramblers, team race, Galion. Info: 419/562-6931.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OREGON ROAD RACE - OMRA/Portland International Raceway, Portland. Info: 503/221-1487.

OREGON ENDURO - OMRA/Lobos M/C Inc, ISDE Series/China Hat, points event, Bend. Info: 503/678-2779.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, Dist. 6 Expert points, Hanover. Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290.

TEXAS MOTOCROSS - GNC, GNC Texas Series, Lakeside Motorsport, Bastrop. Info: 817/694-2901.

VIRGINIA HARE SCRAMBLE - VCHSS/Central Virginia Trailriders, Dilwyn. Info: 804/378-1180.

VIRGINIA MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Pro Sport, Wytheville. Info: 423/323-5497.

WEST VIRGINIA CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Wilderness, Clarksburg. Info: 304/284-0084.

* WYOMING MOTOCROSS-HPMA/Lusk Dirt Riders, Lusk. Info: 307/334-2321.

April 29 & 30

* PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, Loretta Lynn's Amateur Regional Championship, 125C-250C & Youth Classes Also, Delmont. Info: 304/284-0084.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

WANT ADS

HELP WANTED

HARLEY DAVIDSON BMW proud of your technical skills, believe in doing it right, you need to join our team. We have a reputation for service excellence, a benefit package, insurance, profit sharing, paid vacation, Factory training program. McCoy's, US 41, Green Bay, WI 54303. 1(800) 236-1729. WI. (203-TFN)

Sales Pro Needed

Enjoy the "California Dreamin'" life style in sunny So. Calif. join the #1 volume dealer in this district with Honda-Kawasaki-Jet Ski and power products. Phone Bob Emde at Poway Honda-Kawasaki. (800) 350-4151 or fax resume to (619) 486-3130. CA. (207-TFN)

ATV/Motorcycle Mechanic

Highly experienced able to do machining and welding. Largest ATV rental and repair shop on only driveable beach with sand dunes on central Calif. coast, two blocks from ocean. (800) 323-5811. CA. (209-16)

Parts Counter Person

Experienced preferred, will train the right person. Contact Bill at Champion Yamaha Honda Kawasaki (714) 642-4343. CA. (209-14)

Sales Position

Honda and Suzuki dealership, Orange Co., Ca. We're looking for a good person to complete our team. Must be aggressive and honest. Top pay for top performers. This is an excellent opportunity for the right person. Call (714) 638-1618. CA. (211-TFN)

Service Tech

Northern California #1 Kawasaki, and Yamaha dealer is looking for experienced service person. Must have good attitude and experience. Call or fax Eric at Hayward Kawasaki Yamaha (510) 537-2257 Fax (510) 537-4283. CA. (311-14)

Parts/Accy. Salesperson

5 line dealer has position available for motivated experienced individual. Will train the right person. Pay commensurate with experience. Call Tom (702) 883-6111 or Fax resume to (702) 883-6480. NV. (211-TFN)

Watercraft Technician Orange, Co.

Call Don at Champion Motorcycles (714) 642-4343. CA. (212-14)

Technician Wanted

Tired of City life? Rural area multi-line M/C ATV PWC Snowmobile Dealership looking for experienced technician for immediate employment. Low cost of living, year round employment. Pay plan base, plus commission, plus bonuses. Paid insurance and vacation. Fax resume (419) 784-2402 or call (419) 782-4883 Attn: Tim. OH. (312-15)

MULTI-LINE DEALERSHIP motorcycle watercraft ATV's. New air condition shop. Year round work. Experience a plus. Hourly wage DOE. Fax resume (915) 676-8612 or call (915) 673-4636. TX. (312-15)

Service Tech Needed

Multi-line Dealership Motorcycles Watercraft ATV's. New air condition shop. Year round work. Experience a plus. Hourly wage DOE. Fax resume (915) 676-8612 or call (915) 673-4636. TX. (312-15)

Shop Manager/Technician Needed.

New Yamaha shop in central California. Top pay to right person. Nice people need only apply! Fax resume to (209) 935-9009. CA. (212-15)

Suzuki-Ducati-Tigershark

Immediate full time opportunity for professional technician. Super service dealer has benefits including medical plan, holidays, vacation. Ride and earn year round in central Florida. Fax resume to Matt (407) 695-4731. FL. (212-14)

PARTS COUNTER HELP wanted for Honda Motorcycles, Motorcycle Dealer. Minimum 2 years M.C. parts sales experience. Fax resume or apply in person to Honda Peninsula 1289 W. El Camino Real, Sunnyvale, CA. 94087. Fax (415) 968-0307. CA. (212-15)

Field Technician Needed

Central California, service truck and tools provided. 3 years min. motorcycle experience needed. Good pay to right person. Fax resume to (209) 935-9009. CA. (212-15)

Lead Mechanic

Polaris Suzuki SeaDoo Dealer needs the right person with experience for year round work in N.W. TN. This is a career position. (901) 285-2060. TN. (312-15)

Service Writer Needed Orange, Co.

Call Don at Champion Motorcycles (714) 642-4343. CA. (212-14)

Service Manager Wanted:

Florida Spacecoast Dealer needing experienced, modern service manager for fulltime, year round employment. Also, have openings for mechanics. Send resume to 480 North Washington Ave., Titusville, Florida 32796. FL. (312-15)

Service Advisor - Oregon

For established street oriented dealership wanted. Year round position with medical, paid vacation, and profit sharing. Customer oriented person with technical knowledge preferred. Call Rob at Salem Honda/BMW/Ducati. (503) 364-6784 fax (503) 364-6785. 1515 13th St., S.E. Salem, OR. 97302. OR. (213-15)



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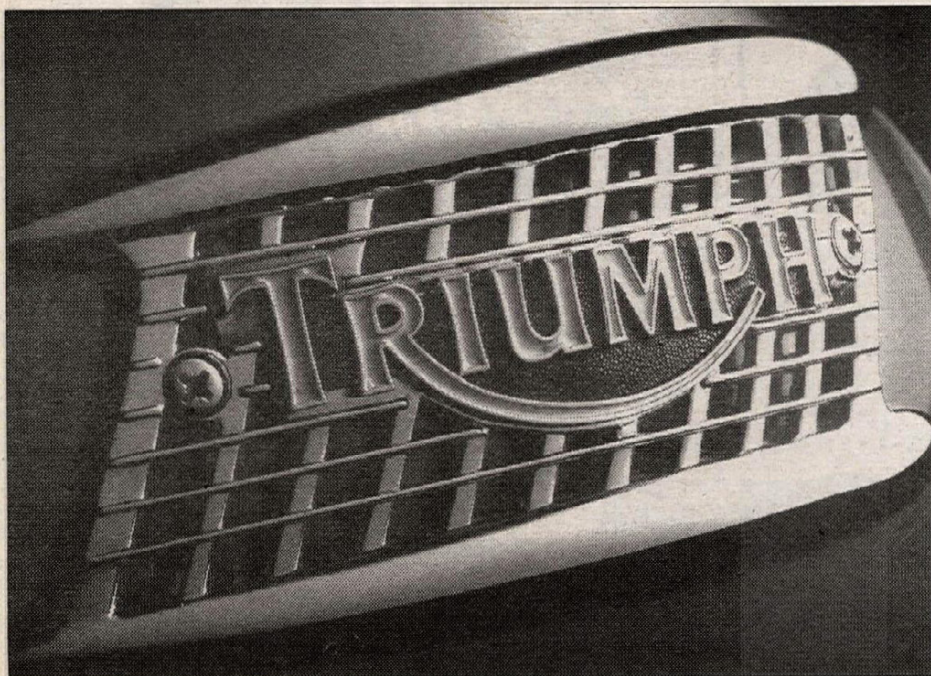
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Honda Technician

Long time established, small, busy Honda dealership needs full time experienced Honda Technician. Immediate opening, benefits, Glendale, CA. Please call Brian (818) 246-2461 Fax resume (818) 246-4586. CA. (213-15)

Motorcycle & Watercraft Sales

Large aggressive multi-line store looking for experienced professional. Call Erich. (909) 988-8988. CA. (213-14)

Accessories/Parts Sales

Oregon's premier motorcycle superstore is looking for motivated personnel. Full and part time openings. Cycle Sports of Salem - Oregon. Dennis or Jim (503) 390-9000. OR. (213-14)

Roswell Fun Machines/Sales Reps.

Honda, Suzuki, Yamaha, Ducati, BMW, Sea-Doo. Needed to cover dramatic increase in business at "Atlanta's Motorcycle Superstore". Excellent performance based pay plan and with top notch work environment and medical benefits. Experience in Motorcycling and Watercraft and Sales helpful, but not required. Fax resume to (770) 442-9388 or (770) 442-8463. GA. (213-14)

Parts Receiving Clerk

Experienced parts counter clerk for Orange County watercraft dealership. Extensive parts knowledge necessary, mechanical experience a plus. Great opportunity for right individual. Send resume to Sea-Doo West 1190 N. Kraemer, Anaheim, CA. 92806. CA. (213-14)

Sea-Doo/Watercraft Mechanic

Experienced watercraft mechanic needed for Orange County dealership. Shop experience and tools necessary. Factory schooling and certification a plus. Send resume to Sea-Doo West 1190 N. Kraemer, Anaheim, CA. 92806. CA. (213-14)

Service Tech & Writers

Large modern facility in Orange County. Top pay and benefits. Minimal to full experienced position available. Call service manager at (714) 563-1700 Anaheim Yamaha Kawasaki. CA. (213-14)

Lead Mechanic/Manager

Northern California M/C, ATV, PWC dealer has a long term position for a productive individual who does quality work. Call Sam (916) 673-3744 fax (916) 673-4094. CA. (313-14)

★★BMW Professionals Needed★★

We are expanding and we need personnel in every department. If you are goal oriented with a sincere belief in customer satisfaction send resume to Brown Motor Works, 845 W. Mission Bl. Pomona, CA. 91766 (909) 629-2132. CA. (213-14)

MECHANICS WANTED - TEMPLE CITY Power Sports a multi-line dealership with watercraft and motorcycle. Experience a must, full-time position, great money and benefits. Call John Z. (818) 287-6167. CA. (213-14) **Mechanic-Pennsylvania:** Ducati experience a plus. Fast by Ferracci. Please fax resume, no calls. Fax (215) 657-3832. PA. (214)

Tech's Wanted

Honda/Yamaha Dealer looking for experienced techs. Great Benefits. Competitive wages. Call Steve at (704) 932-6179. NC. (214)

Warehouse/Shipping Clerk

Full and part-time. Mail resume to: R&D Racing, 10504 Norwalk Blvd., Santa Fe Springs, CA. 90670 or Fax (310) 941-5563 Attn: Tammy. CA. (214-15)

Road Sales Reps Wanted

EVS Sports Protection, a rapidly expanding distributor of off-the shelf knee braces and protective products for motocross and off-road riders has immediate openings for experienced sales reps. Excellent compensation for motivated individuals. Fax resume to: (310) 390-7342 or mail to: 2900 Airport Ave., #F, Santa Monica, CA., 90405 Attn: HR. CA. (314-15)

Mechanic and Parts

for Honda and New Triumph. Year round work excellent pay and benefits. In heartland of all motor sports. (517) 764-0900. MI. (214)

Service & Parts Personnel Needed

Honda-Yamaha-Kawasaki of Newnan, Georgia, has immediate openings for experienced parts counter & service technician. Positive attitude required. 170 Jefferson St., Newnan, GA. 30263. (770) 253-2201. Georgia toll-free 1-800-860-3381. GA. (214)

Mechanic - Grand Junction, Colorado

Immediate opening, full time, permanent. Year round established shop. Good pay and benefits. Call John or Robert. (970) 242-9495 or Fax (970) 242-9496. CO. (214-15)

Wanted: Motorcycle Technicians

Tired of turning wrenches? Looking for a rewarding career? Technical instructors needed in all areas of motorcycle repair at our Phoenix, AZ. campus. Teaching experience not required! We offer: Paid training, growth potential, five day work week, secure employment, profit sharing, paid vacation, and more! To inquire about this opportunity, call Larry Barrington today at Motorcycle Mechanics Institute. (800) 528-7995, or locally at (602) 869-9644, extension 309. AZ. (214)

Service Manager

Large fast paced multiple franchise dealer in Washington, DC area needs an aggressive service manager. Experience required. Excellent pay and benefits. Relocation and housing assistance available. Coleman Powersports (800) 888-3619 Mr. Coleman. VA. (312-14)

Positions Available

Growing multiline European dealership in San Francisco area seeks to fill three positions: Assistant Parts Manager, General Manager and BMW Technician. Please fax info or resume to BMW & Ducati of Marin (415) 454-1639. CA. (214)

LIVE ON THE BEACH in beautiful Ventura County just north of Los Angeles. Growing, 17 year old, multi-line dealer needs two full time, year round, experienced line mechanics. Call now: Craig (805) 340-1389. CA. (214)

Service Manager

for established successful, aggressive and advanced dealership. Excellent opportunity for career minded individual. Orange County location. Send resume to: Div. SS, P.O. Box 498, Long Beach, CA. 90801-0498. CA. (214-15)

Technicians - Oregon

We have openings for 2 full time positions. Excellent pay and benefits. Year round position in established store with great reputation. 45 minutes from Portland. Salem Honda/BMW/Ducati (503) 364-6784. Ask for Rob. Fax (503) 364-6785. E-Mail REREICHEL @ AOL.COM. OR. (214)

Scott's Performance Products

Full time opening for Performance Technician and in Sales. Experience required! Self motivating, dependable, team player is mandatory. Send resumes to fax (818) 248-4529 or mail 2625 Honolulu Ave., Montrose, CA. 91020. CA. (214)

Order Desk

Data Entry personnel needed for sales dept. \$6.00 per hour to start. Send resume/apply: White Brothers, Inc. 24845 Corbit Place, Yorba Linda, CA. 92687. CA. (214-15)

Service Tech. Tampa, Fla.

Rare opening for experienced mechanic, 5 day week, good benefits, pay equal to experience, immediate opening. Apply to Honda Suzuki Kawasaki West, 13521 N Florida Ave, Tampa, FL 33613. Tel. (813) 968-7888. Fax (813) 968-8448. FL. (214-15)

AQUATEK NOW HIRING. Apprentice and Mechanic positions available. Apply at 2799 Signal Parkway, Signal Hill, CA. 90806. CA. (114)

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Pacific N.W. Multi Line Dealer needs exp. Tech. Year round position. Japanese M/C ATV PWC. (360) 736-0166. WA. (214-17)

Sales★Parts★Service

Immediate ENTRY level possibilities for a growing dealership in Southern Riverside county. Sales - either experienced or trainee/product specialist considered. Parts Dept. - need experienced parts person that has the ability to move into a 2nd person position. Service - searching for service writer/hourly mechanic, will train the right person or consider any with service experience. Murrieta Motorsports - Honda/Sea-Doo/Yamaha - (909) 698-4123 or fax (909) 698-4125 Randy. CA. (214-15)

Factory Sales Reps Needed.

3 years experience, all regions, salary plus commission. Fax resume (619) 293-7960. CA. (214-17)

Road Sales Reps Wanted:

MTA, a rapidly expanding distributor of motorcycle tires and accessories is looking for a few experienced sales reps in the Western States area. Truly motivated individuals who want to sell the most sought after product lines with top commission pay should fax their resume to: (909) 483-3668 or mail to: 9774 Hawthorne Dr., Rancho Cucamonga CA., 91730. CA. (014-15)

MOTORCYCLE MECHANIC Needed. Major Honda-Suzuki-Sea-Doo dealership looking for experienced, reliable, flat-rate technician with complete tools. Goldwing experience a plus. Contact service manager Desert Honda, 3535 W. Tropicana, Las Vegas, NV. 89103 (702) 795-2000 NV. (314)

MECHANIC - PENNSYLVANIA: Ducati experience a plus. Fast by Ferracci. Please fax resume, no calls. FAX (215) 657-3832. PA. (214-16)

Parts Counter Person

Very busy multi-line dealer looking for experienced parts person, who wants more than just another job. Call Tony, Yamaha Suzuki Sea-Doo, Ft. Pierce, FL. Days (407) 489-0100 Eves. (407) 229-6139 FL. (314-17)

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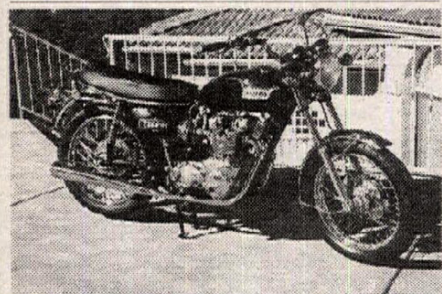
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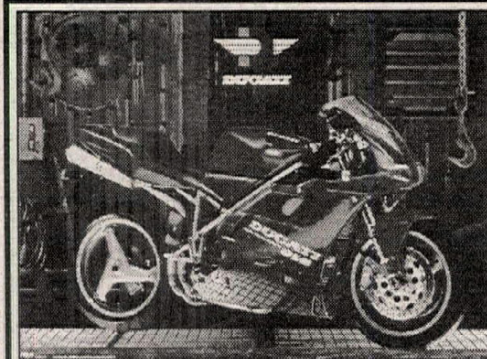
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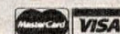
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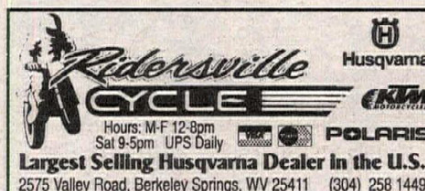
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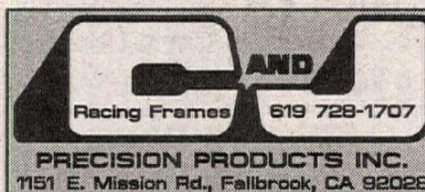
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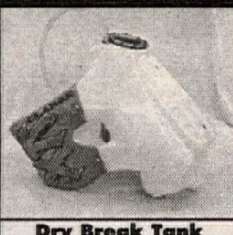


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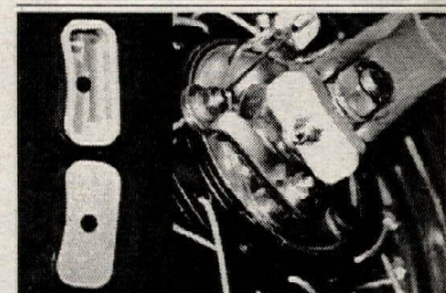
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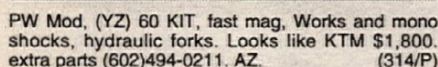
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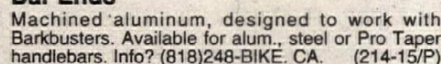
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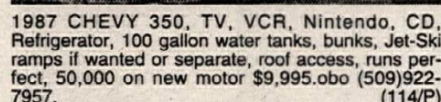
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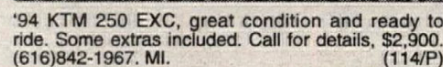
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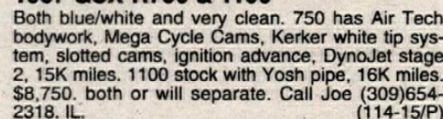
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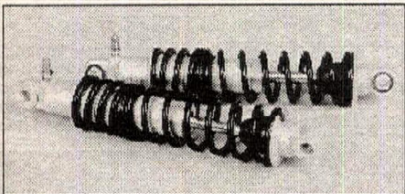
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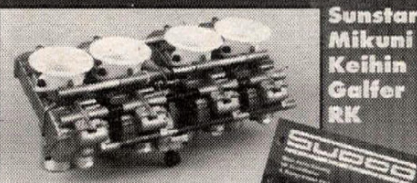
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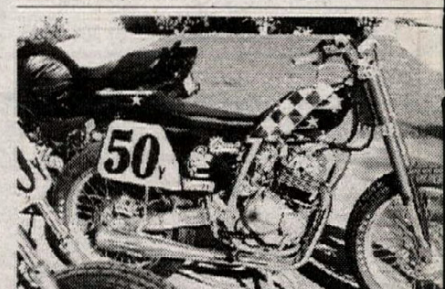
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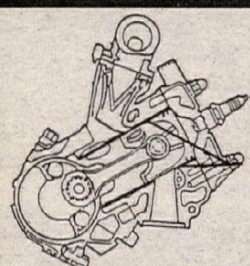
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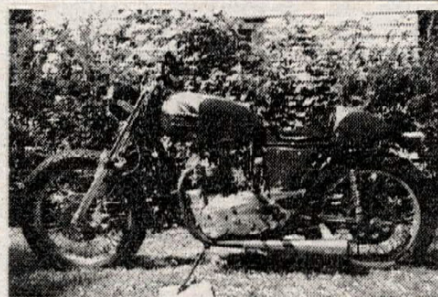
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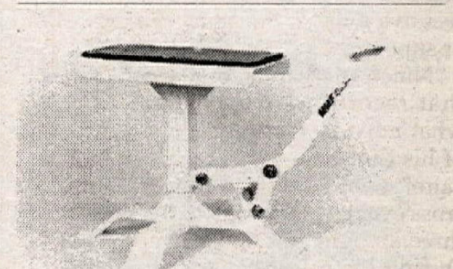
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GUEST EDITORIAL

By Davey Coombs and Eric Johnson

Elsewhere in this issue, you might have noticed coverage of Saturday night's Indianapolis Supercross. The story has another one of those catchy "Jeremy Wins" (or something like that) headlines, from their thinning files of "Jeremy Wins" headlines, and some decent photos taken by Kinney Jones of McGrath leading the way. And then there's the Kit Palmer-written story filled with the actual words of Jeremy McGrath about how he won another record-raising 250cc supercross, backed up by the quotes from the unfortunate, unlucky competition that suffer in the ever-present shadow of "Showtime." Just another example of motojournalism during the best years of Jeremy McGrath's life.

But there's something different about Saturday night's win in Indianapolis for Jeremy and the history of the sport, something that makes this particular victory a little more memorable than most - if not all - of the other race wins to date. You see, McGrath's 10th straight supercross win of 1996, when combined with his four straight wins in the 250cc AMA National MX Championship Series going back to late '95, gives him a total of 14 straight first-place trophies. Fourteen in a row. That ties McGrath with Bob "Hurricane" Hannah's true record for all-time consecutive wins in the sport of motocross or supercross.

Nineteen years ago Hannah put up that record number of wins during what must be considered the best year of his career. In 1978 the great "Hurricane" won six straight AMA Supercross events on his way to his second of three straight stadium championships. During his off-weekends from supercross domination Hannah was winning the first eight 250cc outdoor Nationals on his way to that championship, for a total of 14 overall or supercross main-event wins. Fourteen races in a row. That doesn't sound right, does it?

By now, you might be asking yourself about the mythical "22 in a row" record of Hannah's that crops up in bench-racing sessions or in motocross magazines or on the supercross television shows from time to time. Isn't that supposed to be the all-time record? Where did that number come from? We've all heard about it, but where is it

in the AMA's Media Guides? Why isn't it in the event programs? We decided it was time to call true motocross guru (and longtime Hannah friend) Bevo Forti of Scott USA to give us some background on that "22 in a row" thing.

"That 22-race winning streak thing came from some advertisements that the companies were running back in '78," says Forti of the unofficial tally. "Honda finished 1-2-3 at Daytona with Marty Tripes, Marty Smith and Jimmy Ellis, and Bob got fourth on his Yamaha. So when *Cycle News* came out the next week, a team sponsor or something, not Honda, ran an ad that said 'Wonder where the yellow went?' It got Bob really fired up and he pretty much said, 'I'll show 'em where I went!' Then he goes out and wins every race he enters for the next three months or so!"

According to Forti, that's where the 22 wins came from, but it included supercross heat-race wins, a round or two of the AMA Florida Winter-AMA Series, and 250 National moto wins, not just the overalls. The record books show only 14 races - only? - in a row (six supercross, eight outdoor Nationals) because motos and heats aren't considered here - kind of like the two halves of a football or a basketball game. The streak was finally broken up by Hannah's Yamaha teammate Mike Bell at the L.A. Coliseum, though Forti remembers the first moto that Hannah lost as being at the Lake Whitney, Texas, 250cc outdoor National, where Tripes stopped him for a moto but not for the overall.

"So Yamaha or someone ran an ad saying how many races the streak stood at, even though it was motos, heat races, main events, everything," remembers Forti.

One other note concerning the first event of Hannah's winning streak: Tony DiStefano, Marty Smith and Jimmy Ellis crashed together in the first turn on the second day of racing at the Houston doubleheader. Tony D. destroyed his knee, Smith broke his pelvis, and Ellis separated his shoulder. None of them would ever win another AMA Supercross event, and only Ellis would win another outdoor race.

Current Yamaha team manager Keith McCarty had a front-row seat for

that era of Hannah domination - he was Bob's mechanic.

"Comparing the sport then and now is impossible because so much has changed," says McCarty. "Back in Bob's day there wasn't the pressure on the riders or the focus on racing that there is now, but you still have to give Bob all the credit in the world, just like I give Jeremy now. Whether it was 14 straight or 22, it still took about 20 years for someone to match it."

McCarty adds that there's a lot more to the record than just Jeremy.

"Every person connected with that team right now deserves some credit, from Jeremy to Skip Norfolk, from Wess McCoy to Cliff White. It takes a lot of people to put together a streak like that." And McCarty, having played a huge role in Hannah's record, certainly knows that.

When asked how and why the era of Hannah ended, McCarty said it simply.

"Injuries," He said. "Bob had that water-skiing accident with Marty Tripes that ended that time for him, and then when he came back with Honda a few years later he started dominating again but then reinjured his wrist with (Keith) Bowen. Bob was up at the top for a long time, but it's just like David Bailey or Rick Johnson: There's no telling how far he might've gone had he not been injured. No one wants to see that happen with anyone, but it's starting to seem now like an injury is the only thing that's going to stop Jeremy."

The 14-race winning streak now held jointly by Hannah and McGrath ought to be put up in lights because no other winning streak in racing stretches that long, unless you count the 17-straight wins scored by Team USA from 1981 to '93 in the Motocross des Nations (1981-93) and the now-defunct Trophee des Nations (1981-94), a streak in which both Hannah ('87) and McGrath ('93) are included. The only other streak in America that really comes close is when Mark Barnett won 10 straight 125cc Nationals - the first three to end the 1980 125cc National Series and the next seven such races coming at the start of the '81 series. But there were some supercross races thrown in there that the "Bomber" did not win. However, a closer look at the

record book shows a period of Barnett domination that many of us journalists have overlooked. In '81 Barnett won five of six supercross events between March and November, along with those first seven 125cc Nationals for a near-perfect record of 12 wins in 13 starts. Ironically, the only guy to beat Barnett during those glorious months was Hannah himself.

The only other winning streak in American motocross that comes close to the 14 straight is the 9-race winning streak of Maico legend Ake Jonsson, a Swede, back in the 1972 Trans-AMA Series. The streak included stops at such great old school tracks as Dick Klamforth's Honda Hills in Ohio, Orlando Sports Center in Florida, and Puyallup, Washington. Another well-known record is that, as a brand, Suzuki won 10 straight 125cc World MX Championships between 1975 and '84. Team Honda has taken eight straight AMA 250cc Supercross crowns and will probably have a ninth, via McGrath, unless that comet comes back and hits him. In AMA Amateur National racing, it is known that Kevin Windham once won 14 straight motos at Loretta Lynn's, but that has about as much to do with the Hannah/McGrath record as the 14 buses Evel Knievel (or maybe George Hamilton as Evel) jumped in that TV movie. In off-road racing, "King" Richard Burleson once won eight straight AMA National Enduro titles (1974-81), Ed Lojak won a whole bunch of GNCC titles, and Team Green probably has one Baja victory for every spoke on the wheel of Larry Roeseler's bike. But amateur and off-road records are vague; that's fodder for another column.

Every sport needs a standard. Every sport needs some records. Every sport needs a hero. In 1978 Bob Hannah helped bring the sport of dirt bike racing to the forefront of the racing world with his success, personality, and attitude. We saw that again in the late 1980s with Rick Johnson, who might have hung his own "14" in 1989 had he not broken his wrist. And right now - love him or hate him - we've got Jeremy McGrath. Whether you think his current domination is good for the sport or bad for the sport, you've got to give him credit.

LOOKING BACK...

25 YEARS AGO...
APRIL 20, 1971

While other folks may have been out collecting Easter eggs, Mark Blackwell collected the Open Senior-class win in a motocross event at Thousand Oaks, California. Jim West finished second and Gary Chaplin was third. "This takes a lot more endurance than desert racing," Rich Thorwaldson was heard to say. "I didn't realize what bad shape I was in." Thorwaldson finished fourth... Three Norton riders filled the Open-class podium at the AFM Easter GP in El Toro, California. Jack Simmons rode to victo-



ry, Bill Manley, took second place and Reg Pridmore was third. In fact, every racer in the class rode a Norton... In Idaho, Mark Williamson led the Boise Spring Opener TT Championship flag-to-flag. Mark Brelsford scored the fastest lap time.

15 YEARS AGO...
APRIL 15, 1981

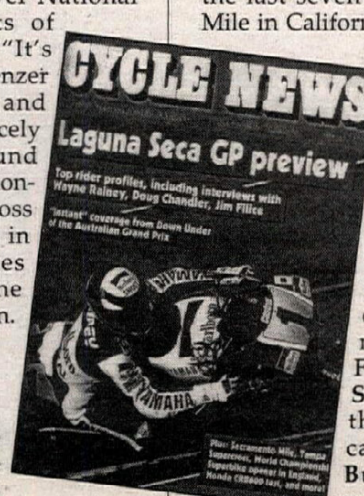
When Mike Kidd saw the "five laps to go" signal at round four of the AMA Grand National Championship TT Series at Southern California's Ascot Park, he reckoned it was time to take the lead from Scott



Parker. The flagman had goofed and there were actually 10 more laps to go, but Kidd hung on for the extra laps and won... Darryl Kuenzer felt at home as he won at the Forked River National Enduro in the forests of southern New Jersey. "It's just like Michigan," Kuenzer said... Kent Howerton and Bob Hannah fought fiercely for the 250cc win at round two of the 125/250cc National Championship Motocross Series at Saddleback Park in California, bumping bikes more than once. Hurricane Hannah took the overall win.

5 YEARS AGO...
APRIL 17, 1991

World Road Race Champion Wayne Rainey came out on top Down Under at the Australian



Grand Prix in Eastern Creek, Australia. Michael Doohan came from midpack to take second... Scott Parker, Chris Carr and Ronnie Jones were inches apart for the last seven laps of the Sacramento Mile in California's capital. Carr drafted past Parker in the final lap to win, and Jones stole second just before the finish line... Halfway through the AMA Supercross Series, Hondas continued to dominate as factory rider Jean-Michel Bayle took his fifth win of the season at round nine in St. Petersburg, Florida. Teammate Jeff Stanton, who had won three previous rounds, came in second. Jeromy Buehl, also on a Honda, prevailed in the 125cc class.

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APRIL 1996 SCHEDULE ON ESPN2

Original Show Telecast

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EASTERN TIME

Friday	4/5	7:30-8:00pm	&	Monday	4/1	3:30-4:00am
				Saturday	4/6	11:30-12:00pm
Friday	4/12	10:30-11:00pm	&	Tuesday	4/9	3:30-4:00am
				Saturday	4/13	10:30-11:00am
Saturday	4/20	11:30-12:00pm	&	Sunday	4/14	3:00-3:30pm
				Saturday	4/20	11:00-11:30pm
Friday	4/26	11:00-11:30pm	&	Tuesday	4/23	3:30-4:00am
				Saturday	4/27	11:30-12:00pm
				Tuesday	4/30	2:00-2:30am

PACIFIC TIME

Friday	4/5	4:30-5:00pm	&	Saturday	4/6	8:30-9:00am
				Tuesday	4/9	12:30-1:00am
Friday	4/12	7:30-8:00pm	&	Saturday	4/13	7:30-8:00am
				Sunday	4/14	12:00-12:30pm
Saturday	4/20	8:30-9:00am	&	Saturday	4/20	8:00-8:30pm
				Tuesday	4/23	12:30-1:00am
Friday	4/26	8:00-8:30pm	&	Saturday	4/27	8:30-9:00am
				Monday	4/29	11:00-11:30pm

The whole crew of MotoWorld will be on-location for Bike Week 1996 in it's entirety. From the Gainesville MX season opener to the Daytona 200, participate in the annual pilgrimage to Florida's sun-splashed motorcycle mecca. Plus, see footage from the Houston and Dallas Supercross rounds, and exclusive coverage of the Gilles-Lalay Classic in France - a.k.a. the toughest enduro in the world!

If fun in the sun sounds premature, Jerry's got just the winter fix. Join MW2's prodigal son for Ice Racing at the AMA Amateur Nationals in Northern Michigan (da U.P. ayy?) But that's not all, experience a day in the life of an arenacross trophy girl! Then it's off to the first half of Bike Week - we're going to try to break the record for the most events covered in one show Jerry-style.

APRIL 1996 SCHEDULE ON ESPN2

Original Show Telecast

Repeat Telecast

EASTERN TIME

Saturday	4/6	12:00-12:30pm	&	Monday	4/8	3:00-3:30am
Sunday	4/21	12:00-12:30pm	&	Monday	4/22	3:00-3:30am

PACIFIC TIME

Saturday	4/6	9:00-9:30am	&	Monday	4/8	12:00-12:30am
Sunday	4/21	9:00-9:30am	&	Monday	4/22	12:00-12:30am



U.S. Supercross Series

1996 SCHEDULE ON ESPN

	EASTERN TIME		PACIFIC TIME	
Atlanta, GA	Sun 4/7	12:30-1:30am	& Sat 4/6	9:30-10:30pm
Houston, TX	Sat 4/13	1:00-2:00am	& Fri 4/12	10:00-11:00pm
Irving, TX	Wed 4/17	12:30-1:30am	& Tue 4/16	9:30-10:30pm
Indianapolis, IN	Tue 4/23	12:30-1:30am	& Mon 4/22	9:30-10:30pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Indianapolis, IN	Sun	4/7	6:00-8:00pm	& Sun	4/7	3:00-5:00pm
Tampa, FL	Sat	4/13	4:00-6:00pm	& Sat	4/13	1:00-3:00pm
Pontiac, MI	Sat	4/20	4:00-6:00pm	& Sat	4/20	1:00-3:00pm
Charlotte, NC	Sat	4/27	2:00-4:00pm	& Sat	4/27	11:00-1:00pm

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Irving, TX	Fri 4/5	8:00-10:00pm	&	Fri 4/5	5:00-7:00pm	
Indianapolis, IN	Wed 4/10	2:30-4:30pm	&	Wed 4/10	11:30-1:30pm	
Tampa, FL	Fri 4/19	1:00-3:00am	&	Thur 4/18	10:00-12:00am	
Pontiac, MI	Sun 4/28	1:00-3:00am	&	Sat 4/27	10:00-12:00am	

AMA Motocross Series

1996 SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME	
Gainesville, FL	Sun 4/14	4:00-6:00pm	& Sun 4/14	1:00-3:00pm

1996 SCHEDULE ON ESPN

	EASTERN TIME		PACIFIC TIME	
Gainesville, FL	Sun 4/3	12:30-1:30am	& Tue 4/2	9:30-10:30pm



World Grand Prix Series

1996 SCHEDULE ON ESPN

	EASTERN TIME		PACIFIC TIME	
GP of Malaysia	Wed 4/10	12:30-1:30am	& Tue 4/9	9:30-10:30pm
GP of Indonesia	Mon 4/22	1:00-2:00am	& Sun 4/21	10:00-11:00pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
GP of Malaysia	Sat 4/6	3:30-5:30pm	&	Sat 4/6	12:30-2:30pm	
GP of Indonesia	Fri 4/12	8:30-10:30pm	&	Fri 4/12	5:30-7:30pm	
GP of Japan	Sat 4/27	12:00-2:00pm	&	Sat 4/27	9:00-11:00am	

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME	
GP of Malaysia	Sun 4/7	1:00-3:00am	& Sat 4/6	10:00-12:00am
GP of Indonesia	Sun 4/14	1:00-3:00pm	& Sun 4/14	10:00-12:00pm
GP of Japan	Tue 4/30	12:00-2:00am	& Mon 4/29	9:00-11:00pm

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